



## Airworthiness Directive

**AD No.:** 2019-0008

**Issued:** 22 January 2019

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

### Design Approval Holder's Name:

AIRBUS HELICOPTERS

### Type/Model designation(s):

SA 365, AS 365 and EC 155 helicopters

**Effective Date:** 05 February 2019

**TCDS Number(s):** EASA.R.105

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2017-0055 dated 31 March 2017.

## ATA 53 – Fuselage – Cowlings and Fairings – Inspection / Modification

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### Manufacturer(s):

Airbus Helicopters (AH), formerly Eurocopter, Eurocopter France, Aerospatiale

### Applicability:

SA 365 N, SA 365 N1, AS 365 N2 and AS 365 N3 helicopters, all manufacturer serial numbers (MSN), except those that embody AH modification (mod) 365P084788.00 in production.

EC 155 B and EC 155 B1 helicopters, all MSN, except those that embody AH mod 365P084788.06 in production.

### Definitions:

For the purpose of this AD, the following definitions apply:

**The applicable inspection ASB:** AH Alert Service Bulletin (ASB) AS365-53.00.55 and ASB EC155-53A035, as applicable.

**The applicable modification ASB:** AH ASB AS365-53.00.62 and ASB EC155-53A038, as applicable.



**Reason:**

In-flight loss of engine and main gearbox (MGB) cowlings was reported. Subsequent investigations revealed that the MGB cowling attachment fittings (fixed parts) of the concerned helicopter failed as a result of mounting stress present in the front fitting on the left hand (LH) MGB fixed cowling and air intake bulkhead.

This condition, if not detected and corrected, could result in failure of the MGB fixed cowling front fitting and subsequent detachment of MGB and/or engine cowlings, possibly resulting in damage to, or reduced control of, the helicopter and injury to persons on the ground.

To address this potential unsafe condition, as a temporary measure, AH issued the applicable inspection ASB to provide inspection and repair instructions, and EASA issued AD 2017-0055 requiring accomplishment of that one-time inspection and, depending on findings, the repair.

Since that AD was issued, AH developed a modification of the MGB fixed cowling attachments, modifying the primary attachment system and installing an additional locking system to provide redundancy for the locking. This modification is available for in-service helicopters through the applicable modification ASB.

For the reasons described above, this AD retains the requirements of EASA AD 2017-0055, which is superseded, and additionally requires the new modification.

**Required Action(s) and Compliance Time(s):**

Required as indicated, unless accomplished previously:

**Inspection(s):**

- (1) Within 110 flight hours (FH) after 14 April 2017 [the effective date of EASA AD 2017-0055], inspect the MGB fixed cowling front fittings in accordance with the instructions of paragraph 1.E.2 of the applicable inspection ASB or in accordance with the instructions of the applicable modification ASB.

**Corrective Action(s):**

- (2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy is detected, as defined in the applicable ASB, before next flight, accomplish the applicable corrective action(s) in accordance with paragraph 1.E.2 of the applicable inspection ASB or in accordance with the instructions of the applicable modification ASB.

**Modification:**

- (3) Within 660 FH or 23 months after the effective date of this AD, whichever occurs first, modify the MGB fixed cowling attachments in accordance with the instructions of the applicable modification ASB.
- (4) Modification of a helicopter as required by paragraph (3) of this AD is an acceptable method to comply with the requirements of paragraph (1) of this AD for that helicopter, provided that the modification is accomplished within the compliance time defined in paragraph (1) of this AD.



**Ref. Publications:**

AH ASB AS365-53.00.55 original issue dated 13 March 2017.

AH ASB EC155-53A035 original issue dated 13 March 2017.

AH ASB AS365-53.00.62 original issue dated 20 December 2018.

AH ASB EC155-53A038 original issue dated 20 December 2018.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

**Remarks:**

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 21 December 2018 as PAD 18-188 for consultation until 18 January 2019. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#).
5. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters – Aéroport de Marseille Provence, 13725 Marignane Cedex, France  
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