

EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2015-0122-E</p> <p>Date: 25 June 2015</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with 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 [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p>Design Approval Holder's Name: AIRBUS HELICOPTERS</p>	<p>Type/Model designation(s): AS 355 N and AS 355 NP helicopters</p>
TCDS Number:	EASA.R.146
Foreign AD:	Not applicable
Supersedure:	None
ATA -	Rotorcraft Flight Manual – Engine “CHIP” Warning Emergency Procedure – Amendment
Manufacturer(s):	Airbus Helicopters (formerly Eurocopter)
Applicability:	AS355 N and AS355 NP helicopters, all serial numbers, if equipped with Turboméca ARRIUS 1A, 1A1, or 1M engines.
Reason:	<p>A report was received of an in-flight event where the flight crew noted that the engine "CHIP" warning light had illuminated. The pilot engaged the "IDLE" mode of the affected engine and proceeded to a practicable landing site. During the landing phase, the affected engine's oil pressure oscillated, then exceeded the limit, and finally the engine shut down. After landing, an engine fire broke out. The investigation results revealed a rupture and ejection of the engine free turbine drive shaft together with other debris. Pending the final investigation results, it is assumed that a "CHIP" warning may be an indication of a potential degradation of the free turbine bearing.</p> <p>This condition, if not corrected, could lead to rupture and ejection of engine parts, possibly resulting in damage to the helicopter and injury to occupants.</p> <p>To address this potential unsafe condition, Airbus Helicopters developed a new rotorcraft flight manual (RFM) procedure to provide clear instructions to the pilots to correctly and effectively react to an engine "CHIP" warning indication. These procedures have been published in Emergency Alert Service Bulleting (ASB) AS355-71.00.20.</p> <p>For the reason described above, this AD requires the affected Airbus Helicopters RFM procedure to be incorporated in the Emergency Procedures section of the applicable RFM.</p>

	This AD is considered to be an interim action and further AD action may follow.
Effective Date:	26 June 2015
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Within 7 days or 10 flight hours, whichever occur first after the effective date of this AD, amend the applicable RFM in accordance with instructions of Airbus Helicopters Emergency ASB AS355-71.00.20, as applicable, inform all flight crews concerning this RFM change, and, thereafter, operate the rotorcraft accordingly.</p> <p>For AS 355 NP helicopters, the applicable RFM page is provided on page 7 of Airbus Helicopters Emergency ASB AS355-71.00.20.</p> <p>For AS 355 N helicopters, the applicable RFM pages are provided on pages 8 and 9 of Airbus Helicopters Emergency ASB AS355-71.00.20.</p>
Ref. Publications:	<p>Airbus Helicopters Emergency ASB AS355-71.00.20 original issue, dated 23 June 2015.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The results of the safety assessment have indicated the need for immediate publication and notification, without the full public consultation process. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters (ESBESB) - Aéroport de Marseille, Provence 13725 Marignane Cedex – France Telephone: + 33 (0) 12 85 97 97, Fax: + 33 (4) 85 99 66 E-mail: Directive.technical-support@airbus.com.