



## Emergency Airworthiness Directive

**AD No.:** 2016-0115-E

**Issued:** 16 June 2016

Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 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 (EC) 216/2008, Article 14(4) exemption].

**Design Approval Holder's Name:**

AIRBUS HELICOPTERS

**Type/Model designation(s):**

SA 365 helicopters

**Effective Date:** 18 June 2016

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

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 62 – Rotor(s) – Main Rotor Mast / Starflex Star / Mast Connecting Bolts – Replacement

**Manufacturer(s):**

Airbus Helicopters (formerly Eurocopter, Eurocopter France, Aerospatiale)

**Applicability:**

SA 365 C, SA 365 C1, SA 365 C2, SA 365 C3 helicopters, all serial numbers.

**Reason:**

The life limit of Starflex star / mast connecting bolts installed on SA 365 C, SA 365 C1, SA 365 C2 and SA 365 C3 helicopters is 2 000 flight hours (FH). Airbus Helicopters reported that this life limit was not referenced in the helicopter maintenance documentation. Therefore, some helicopters are likely to be operated with Starflex star / mast connecting bolts which have accumulated more than 2 000 FH since first installation on a helicopter.

This condition, if not detected and corrected, could lead to Starflex star / mast connecting bolt failure, possibly resulting in main rotor mast, hub or blade damage and, consequently, to reduced control of the helicopter.

To address this unsafe condition, Airbus Helicopters issued Emergency Alert Service Bulletin No. SA365-65.51 (hereafter referred in this AD as “the applicable ASB”) to provide instructions for Starflex star / mast connecting bolt replacement and record keeping.



For the reasons described above, this AD requires repetitive replacements of the affected Starflex star / mast connecting bolts and maintaining their continuing airworthiness records.

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

Required as indicated, unless accomplished previously:

- (1) Within the threshold as defined in Table 1 of this AD, depending on the Part Number (P/N) and FH accumulated by the affected Starflex / mast connecting bolt since first installation on a helicopter on the effective date of this AD, as applicable, and, thereafter, at intervals not to exceed 2 000 FH, replace each affected Starflex / mast connecting bolt with a serviceable part in accordance with the instructions of Paragraph 3.B.2 of the applicable ASB.

Table 1 – Replacement threshold

	<b>Starflex star / mast connecting bolt</b>
<b>Group A</b>	P/N 365A31-1182-20, P/N 365A31-1182-21, P/N 365A31-1183-20, P/N 365A31-1183-21, P/N 365A31-1928-20, P/N 365A31-1143-20
<b>Group B</b>	All P/N, except Group A The P/N cannot be identified

	<b>FH accumulated on the effective date of this AD by Starflex star / mast connecting bolt since first installation on a helicopter</b>	<b>Threshold</b>
<b>Group A</b>	Not known or partially unknown	Before next flight after the effective date of this AD
	Equal to or more than 2 000 FH	
	Less than 2 000 FH	Before exceeding 2 000 FH accumulated since first installation on a helicopter
<b>Group B</b>	No condition on FH	Before next flight after the effective date of this AD

- (2) After replacement of a Starflex / mast connecting bolt, as required by paragraph (1) of this AD, maintain the continuing airworthiness records of each Starflex / mast connecting bolt in accordance with the instructions of Paragraph 3.B.3 of the applicable ASB.
- (3) For helicopters which, on the effective date of this AD, are operated away from a supported location, a single ferry flight without passengers is allowed to a maintenance location where the replacement, as required by paragraph (1) of this AD, can be accomplished.

**Ref. Publications:**

Airbus Helicopters Emergency Alert Service Bulletin No. SA365-65.51 original issue dated 02 June 2016.

The use of later approved revisions of this document 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. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.
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. 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; Telephone +33 (4) 42 85 97 97; Fax: +33 (4) 42 85 99 66; E-mail: [Directive.technical-support@airbus.com](mailto:Directive.technical-support@airbus.com).

