



Airworthiness Directive

AD No.: 2016-0260

Issued: 21 December 2016

Note: This 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):

AS 350 B2 helicopters

Effective Date: 03 January 2017

TCDS Number(s): EASA.R.008

Foreign AD: Not applicable

Supersedure: None

ATA 63 – Main Rotor Drive – NR Indicator – Check / Modification

Manufacturer(s):

Airbus Helicopters, formerly Eurocopter

Applicability:

AS 350 B2 helicopters, all serial numbers, if equipped with NR sensor Part Number 704A37614007, except helicopters modified in accordance with AH modification 350A084886.00.

Reason:

Occurrences of incorrect behaviour of a Main Rotor rpm (NR) indicator display were reported. The subsequent investigation determined that, whenever the emergency cut-out control is activated (for example during an autorotation training), the NR indicator is no longer supplied by electrical power.

This condition, if not detected and corrected, could lead to significant increase of the flight crew workload, possibly resulting in disruption of the autorotation manoeuvre and consequent reduced controllability of the helicopter.

To address this unsafe condition, Airbus Helicopters (AH) issued Alert Service Bulletin (ASB) No. AS350-63.00.27 to provide instructions introducing a wiring modification to ensure a dual power supply of the NR indicator.



For the reasons described above, this AD requires accomplishment of a functional check of the NR indicator display and, depending on findings, modification of a helicopter.

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

Required as indicated, unless accomplished previously:

- (1) Within 75 flight hours or before next autorotation training flight or 90 days after the effective date of this AD, whichever occurs first, accomplish a functional check of the NR indicator display, in accordance with the instructions of paragraph 3.B.1 of AH ASB No. AS350-63.00.27.
- (2) If, during the functional check, as required by paragraph (1) of this AD, any discrepancy is detected, as defined in the instructions of AH ASB No. AS350-63.00.27, before next flight, modify the helicopter by installing a dual power supply in accordance with the instructions of paragraph 3.B.2 of AH ASB No. AS350-63.00.27.

Ref. Publications:

AH ASB No. AS350-63.00.27 original issue dated 17 May 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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters (EBSESB) – Aéroport de Marseille Provence, 13725 Marignane Cedex, France; Phone: +33 (4) 12 85 97 97; Fax: +33 (4) 85 99 66; E-mail: Directive.technical-support@airbus.com.

