



Airworthiness Directive Cancellation Notice

AD No.: 2015-0094-CN

Issued: 20 August 2021

Note: This Airworthiness Directive (AD) Cancellation Notice (CN) 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.

Design Approval Holder's Name:

AIRBUS HELICOPTERS

Type/Model designation(s):

AS 350, AS 355 and EC 130 helicopters

Effective Date: 03 September 2021

TCDS Number(s): EASA.R.008, EASA.R.146

Foreign AD: Not applicable

Cancellation: This Notice cancels EASA AD 2015-0094 dated 29 May 2015.

ATA 63 – CANCELLED: Main Rotor Drive – Bi-Directional Suspension Cross-Bar – Inspection

Manufacturer(s):

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

Applicability:

AS 350 B, BA, BB, B1, B2, B3 and D helicopters, all serial numbers (s/n);

AS 355 E, F, F1, F2, N and NP helicopters, all s/n; and

EC 130 B4 and T2 helicopters, all s/n.

Definitions:

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

The ASB: AH Alert Service Bulletin (ASB) AS350-05.00.84, ASB AS355-05.00.73, ASB EC130-05A021 and ASB EC130-05A022, as applicable.

The applicable ALS: AH AS 350 and EC 130 Aircraft Maintenance Manual (AMM) Chapter 04, Airworthiness Limitations Section (ALS) Revision 006 (for AS 350 B, AS 350 BA, AS 350 BB, AS 350 B1 and AS 350 D helicopters), Revision 013 (for AS 350 B2 and AS 350 B3 helicopters), Revision 012 (for



EC 130 B4 helicopters) and Revision 010 (for EC 130 T2 helicopters), as applicable; and AH AS 355 AMM Chapter 04 ALS Revision 010 (for AS 355 E, AS 355 F, AS 355 F1 and AS 355 N helicopters), Revision 011 (for AS 355 F2 helicopters) and Revision 009 (for AS 355 NP helicopters), as applicable.

Reason:

Two occurrences were reported of finding cracks in the bi-directional suspension cross-bar (i.e. crossbeam) on AS 350 B3 helicopters. The cracks were detected during a maintenance check, at the attachment holes of the transmission deck attachment fittings. In both cases, the helicopters were equipped with a cargo hook and had completed missions with a significant number of torque cycles. Because of common design features, such cracks could potentially also occur on other AS 350, AS 355 and EC 130 helicopter models. Crack growth may lead to failure of one of the four yokes and significantly increased stress load on the remaining yokes.

This condition, if not detected and corrected, could lead to cracks developing in the remaining yokes and increased loading of the cross-bar, possibly resulting in cross-bar failure and consequent loss of the helicopter.

To address this potential unsafe condition, AH published the ASB, as defined in this AD-CN, and consequently, EASA issued AD 2015-0094 to require repetitive inspections of the bi-directional suspension cross-bar and, depending on findings, replacement.

Since that AD was issued, the relevant requirements have been incorporated into the applicable ALS, as defined in this AD-CN. Accomplishment of the actions specified in the applicable ALS is required by EASA AD 2021-0194 for AS 350 and EC 130 helicopters, and by EASA AD 2021-0193 for AS 355 helicopters, which means that EASA AD 2015-0094 is no longer necessary.

For the reasons described above, this Notice cancels EASA AD 2015-0094.

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

None.

Ref. Publications:

AH ASB AS350-05.00.84 original issue dated 21 May 2015.

AH ASB AS355-05.00.73 original issue dated 21 May 2015.

AH ASB EC130-05A021 original issue dated 21 May 2015.

AH ASB EC130-05A022 original issue dated 21 May 2015.

Remarks:

1. Enquiries regarding this AD-CN should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
2. For any question concerning the technical content of this AD-CN, please contact: Airbus Helicopters Customer Support, Telephone +33 (0)4.42.85.97.89,



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