

## Airworthiness Directive

**AD No.:** 2022-0128

**Issued:** 30 June 2022

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 or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] 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):**

AS 350, EC 130 and AS 355 helicopters

**Effective Date:** 14 July 2022

**TCDS Number(s):** EASA.R.008 and EASA.R.146

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2018-0152 dated 18 July 2018.

### ATA 53 – Fuselage – Main Gearbox Bracket Bolts – Inspection

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**Manufacturer(s):**

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

**Applicability:**

AS 350 B, AS 350 D, AS 350 B1, AS 350 B2, AS 350 BA, AS 350 BB, AS 350 B3, EC 130 B4, EC 130 T2, AS 355 E, AS355 F, AS355 F1, AS355 F2, AS355 N and AS355 NP helicopters, all serial numbers.

**Definitions:**

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

**Affected bolt:** Main gearbox (MGB) bracket installation bolts, having Part Number (P/N) 22201BC080020L, P/N 22201BC080021L and P/N 22201BC080022L.

**Modified bolt:** MGB bracket installation bolts, having P/N 22201BE080025L, P/N 22201BE080026L and P/N 22201BE080027L.

**The ASB:** AH Alert Service Bulletin (ASB) EC130-05A028, AH ASB AS350-05.00.92 and AH ASB AS355-05.00.79, as applicable.

**The modification SB:** AH Service Bulletin (SB) EC130-53-045, AH SB AS350-53.00.65 and AH SB AS355-53.00.36, as applicable.

**Groups:** Group 1 helicopters are those having an affected bolt installed. Group 2 helicopters are those that do not have an affected bolt installed. A helicopter on which AH modification (mod) 0720049 and AH mod 0720164 has been embodied in production is a Group 2 helicopter, provided that no affected bolt has been installed on that helicopter.

**Reason:**

An occurrence was reported of finding the head of one affected bolt missing from one of the suspension-bar fittings.

This condition, if not detected and corrected, could lead to separation of the suspension-bar fitting and the MGB suspension bar, possibly resulting in loss of the main rotor assembly and, consequently, loss of power transmission of the helicopter.

As an interim measure to address this potential unsafe condition, AH issued the ASB, providing inspection instructions. Consequently, EASA published AD 2018-0152 to require a one-time inspection of the affected bolts and, depending on findings, accomplishment of applicable corrective action(s). That AD also required reporting of inspection results.

After that AD was published, investigations were concluded and showed that the bolt head was not parallel to the washer. This installation caused an increased stress in the screw head leading to crack initiation, which propagated until the separation of the bolt head was complete. To address this condition, AH developed mod 0720049 (new convex/concave washers and modified bolts) for an improved MGB suspension bar-fitting assembly. In addition, for certain helicopters, AH developed mod 0720164 for shims installation for the left-hand rear-suspension-bar fitting. AH also issued the modification SB, as defined in this AD, to make these mods available to in-service helicopters.

For the reason described above, this AD retains the requirements of EASA AD 2018-0152, which is superseded, specifies that the one-time inspection is only required for certain helicopters and provides specific requirements for affected bolt installation. This AD also prohibits concurrent installation of affected bolts and modified bolts on one helicopter.

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

Required as indicated, unless accomplished previously:

**Inspection(s):**

- (1) For Group 1 helicopters: Within the compliance time as specified in Table 1 of this AD, as applicable, inspect each affected bolt in accordance with the instructions of paragraph 3.B.2.a of the ASB.



Table 1 – Inspection (see Note 1 of this AD)

<b>Flight Hours (FH)</b>	<b>Compliance Time</b>
Less than 1 035	Before exceeding 1 200 FH
1 035 or more	Within 165 FH or 12 months, whichever occurs first after 01 August 2018 [the effective date of EASA AD 2018-0152]

Note 1: Unless specified otherwise, the FH indicated in Table 1 of this AD are those accumulated by the helicopter on 01 August 2018 [the effective date of EASA AD 2018-0152], since its first flight.

**Corrective Action(s):**

- (2) If, during the inspection as required by paragraph (1) this AD, the screw head of only one affected bolt is found missing on an MGB bracket, before next flight, replace all affected bolts of that MGB bracket in accordance with the instructions of paragraph 3.B.2.b of the ASB, or modify that helicopter in accordance with the instructions of the modification SB.
- (3) If, during the inspection as required by paragraph (1) of this AD, more than one screw head of affected bolts are found missing on a helicopter, before next flight, contact AH for approved repair instructions and accomplish those instructions accordingly.

**Modification:**

- (4) Modification of a Group 1 helicopter in accordance with the instructions of the modification SB cancels the requirements of paragraph (1) of this AD for that helicopter.

**Part(s) Installation:**

- (5) For Group 1 helicopters: From the effective date of this AD, do not install modified bolt(s) on a helicopter, unless the helicopter has been modified as specified in paragraph (2) or (4) of this AD.
- (6) Do not install an affected bolt on any helicopter, as required by paragraph (6.1) or (6.2) of this AD, as applicable.
  - (6.1) For Group 1 helicopters: After modification of the helicopter in accordance with the modification SB, as specified in paragraph (2) or (4) of this AD.
  - (6.2) For Group 2 helicopters: From the effective date of this AD.

**Ref. Publications:**

AH EC 130 ASB No. EC130-05A028 original issue dated 16 July 2018, or Revision 1 dated 30 May 2022.

AH AS 350 ASB No. AS350-05.00.92 original issue dated 16 July 2018, or Revision 1 dated 30 May 2022.

AH AS 355 ASB No. AS355-05.00.79 original issue dated 16 July 2018, or Revision 1 dated 30 May 2022.



AH SB EC130-53-045 original issue dated 30 May 2022.

AH SB AS350-53.00.65 original issue dated 30 May 2022.

AH SB AS355-53.00.36 original issue dated 30 May 2022.

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 31 May 2022 as PAD 22-071 for consultation until 28 June 2022. 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](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
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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