



## Notification of a Proposal to cancel an Airworthiness Directive

**PAD No.: 21-086-CN**

**Issued: 15 June 2021**

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the cancellation of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

### Design Approval Holder's Name:

AIRBUS HELICOPTERS

### Type/Model designation(s):

AS 350, AS 355 and EC 130 helicopters

**Effective Date:** [TBD - standard: the same day as AD-CN issue date]

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

**Foreign AD:** Not applicable

**Cancellation:** This Notice proposes to cancel EASA AD 2017-0032 dated 17 February 2017, including its Correction dated 20 February 2017.

## ATA 62 – CANCELLED: Main Rotor – Main Rotor Hub / Mast Attachment Screws – 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;

AS 355 E, F, F1, F2, N and NP helicopters, all serial numbers; and

EC 130 B4 and T2 helicopters, all serial numbers.

### Definitions:

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

**The ASB:** AH Alert Service Bulletin (ASB) AS350-62.00.38, ASB AS355-62.00.35, and ASB EC130-62.A014, as applicable.



**Reason:**

An occurrence was reported where, during a scheduled maintenance inspection, failed main rotor hub/mast attachment screws were found on an EC 130 B4 helicopter. The affected helicopter had been operating in severe atmospheric conditions and excessive corrosion was observed on all the screws.

This condition, if not detected and corrected, could lead to disconnection of the main rotor hub-to-mast attachment, possibly resulting in loss of control of the helicopter.

To address this potential unsafe condition, AH published the ASB, as defined in this AD, providing inspection instructions and consequently, EASA issued AD 2017-0032 (later republished to correct typographical errors) to require a one-time inspection of the main rotor hub/mast attachment screws and, depending on findings, replacement. That AD also required operators to report all findings to AH.

Since that AD was issued, prompted by reported inspection results and further investigation, it has been confirmed that the occurrence referenced above was an isolated case which had resulted from a maintenance mistake. No unsafe condition is therefore likely to exist or develop on the main rotor hub-to-mast attachment screws on other helicopters in the fleet, which means that EASA AD 2017-0032 is no longer necessary.

For the reasons described above, this Notice proposes to cancel EASA AD 2017-0032.

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

None.

**Ref. Publications:**

Airbus Helicopters ASB AS350-62.00.38 original issue dated 15 February 2017.

Airbus Helicopters ASB AS355-62.00.35 original issue dated 15 February 2017.

Airbus Helicopters ASB EC130-62.A014 original issue dated 15 February 2017.

**Remarks:**

1. This Proposed AD-CN will be closed for consultation on 13 July 2021.
2. Enquiries regarding this PAD-CN should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. For any question concerning the technical content of this PAD-CN, please contact:  
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