

Airworthiness Directive Schedule

Helicopters

Airbus Helicopters AS 355 Series

22 December 2022

- Notes:**
1. This AD schedule is applicable to Airbus Helicopters AS 355 series (previously Eurocopter, Eurocopter France and Aerospatiale) manufactured under Type Certificate Numbers:

Aircraft Model:	Type Certificate Number:
AS 355 F1	EASA R.146 (formerly DGAC 168)
AS 355 F2	EASA R.146 (formerly DGAC 168)
AS 355 N	EASA R.146 (formerly DGAC 168)
AS 355 NP	EASA R.146 (formerly DGAC 168)

2. The European Union Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these helicopters. State of Design ADs can be obtained directly from the EASA website at: <http://ad.easa.europa.eu/>

Links to other NAA websites are available on the CAA website at:

<https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/links-to-state-of-design-airworthiness-directives/>

3. The date above indicates the amendment date of this schedule.
4. New or amended ADs are shown with an asterisk *

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DCA/AS355/1 Fatigue Critical Components - Retirement

Applicability: All model AS355 E, F, F1 and F2.

Requirement: All service life limited components must be retired from service not later than the times shown in the AS355E, F, F1 and F2 Master Servicing Recommendations, Section 5.99 (Issue 1, Rev.14) for AS355E, (Issue 1, Rev.15) for AS355F, and (Issue 1, Rev.5) for AS355 F2.

Effective Date: 18 March 1988

DCA/AS355/2 Tail Rotor Blades - Inspection

Applicability: All models AS355, with tail rotor blades P/N 350A.12.0030.00 to .05

Requirement: Inspect blade stainless steel leading edge protection for bond separation per Aerospatiale Workcard AS355 No.64.10.00.601.
(BV AD F-1982-025-004 refers).

Compliance: Prior to blade installation and thereafter at intervals not exceeding 10 hours TIS until accumulation of 100 hours TTIS.

Effective Date: 18 March 1988

DCA/AS355/3C Cancelled – EASA AD 2015-0195 refers

Effective Date: 7 October 2015.

DCA/AS355/4 Upper Fin Attachment - Inspection

Applicability: All models AS355, not incorporating mod. 350A07.1047 (SB 55.02).

Requirement: Inspect per Aerospatiale SB 05.03. Renew cracked fittings before further flight.
(BV AD F-1982-099-006 refers).

Compliance: At intervals not exceeding 10 hours TIS until modified per SB 55.02.

Effective Date: 18 March 1988

DCA/AS355/5 Main Gear Box Filter - Inspection

Applicability: All models AS355, with main gear box fitted with a TEDECO magnetic plug P/N B4439 and electrical indication (SB 63.02) not incorporating mod. 350A.07.1211 (SB 63.02 Rev.1).

Requirement: Inspect per Aerospatiale SB 05.07.
(BV AD F-1982-180-009 refers).

Compliance: At intervals not exceeding 100 hours TIS until modified per SB 63.02 Rev.1.

Effective Date: 18 March 1988.

DCA/AS355/6 Horizontal Stabilizer - Inspection

Applicability: All models AS355, with horizontal stabilizer P/N 355A.13.0520.01.01.

Requirement: A. Inspect per Aerospatiale SB 05.10A paras 1 and 2.
B. Retire horizontal stabilizer from service per Aerospatiale SB 01.10.
(BV AD F-1983-115-015 and F-1984-17-21 refers).

Compliance: A. Inspections - At intervals not exceeding 10 hours and 300 hours TIS respectively.
B. Retirement - At 700 hours TTIS.

Effective Date: 18 March 1988

DCA/AS355/7 Main Gear Box, Epicyclic Gear Cages - Retirement

- Applicability:** All models AS355, with planet pinion cages P/N's 350A.32.3147.20 and 350A.32.1081.20 or .21.
- Requirement:** Retire affected pinion cages from service per Aerospatiale SB 01.07 Rev.2.
(DGAC AD F-1983-166-018 refers)
- Compliance:** P/N 350A.32.3147.20 - At 160 hours TTIS.
P/N 350A.32.1081.20 and .21 - At 300 hours TTIS.
- Effective Date:** 18 March 1988

DCA/AS355/8D Tail Rotor Blades – Inspection

- Applicability:** All AS355 series aircraft fitted with tail rotor blade assembly P/N 350A12.0030, 355A12.0031, 355A12.0040 and 355A12.0050 (all dash numbers).
- Note:** The compliance time for requirement 2 extended to 600 hours TIS with no change to the AD requirement.
- Requirement:** To prevent tail rotor blade failure due to possible cracks in the blade root which can result in severe unbalance and loss of aircraft control, accomplish the following:
1. Check tail rotor blades per the instructions in paragraph 1(C)1 of Eurocopter AS355 SB 05.06 revision 6 or later approved revisions. If any abnormal noises are detected, inspect and accomplish the instructions in paragraph 1(C)(2) in AS355 SB 05.06 before further flight.
 2. Visually inspect per the instructions in paragraph 1C(2) of SB 05.06. Renew defective parts before further flight.
(DGAC AD 1984-045-022R4 refers)
- Compliance:**
1. Noise check - At intervals not to exceed 30 hours TIS.
 2. Inspection - At intervals not to exceed 600 hours TIS and every time the laminate half-bearings are replaced, and if balance difficulties are experienced, and or after an incident which may have adversely affected the tail rotor.
- Effective Date:** DCA/AS355/8B - 16 April 1993
DCA/AS355/8C - 2 July 1999
DCA/AS355/8D - 30 September 2010

DCA/AS355/9 Main Gear Box, Bevel Ring Gear Assembly - Inspection

- Applicability:** All models AS355, with gear assemblies P/N 355A.32.0600.00 and 01 not incorporating mods. AMS07.7082, AMS07.7083 or AMS07.7098.
- Requirement:** Visually inspect per Aerospatiale SB 05.05 Rev.1 para 1C(1) and check screw torque per para 1C(2). Correct defective screw installations before further flight.
(BV AD F-1985-069-024 refers).
- Compliance:** Visual inspection - At intervals not exceeding 50 hours TIS until torque check accomplished and thereafter at intervals not exceeding 300 hours TIS.
Torque check - Within next 300 hours TIS, unless already accomplished.
- Effective Date:** 18 March 1988

DCA/AS355/10 Main Rotor Mast - Inspection

- Applicability:** All models AS355, with main rotor masts P/N 350A37.1076.04, .05 or .06.
- Requirement:** Inspect per Aerospatiale SB 05.08 Rev.2. Renew defective parts before further flight. (BV AD 83-31-11(B) refers).
- Compliance:**
1. At 300 hours TTIS, or within next 50 hours TIS whichever is the later and thereafter at intervals not exceeding 300 hours TIS.
 2. Before further flight following severe rotor tracking anomalies.
- Effective Date:** 18 March 1988

DCA/AS355/11 Raised Skid Landing Gear - Modification

- Applicability:** All models AS355, with raised skid landing gear and flotation gear installation not incorporating mod. AMS 350A.07.1755.
- Requirement:** To prevent possible interference between landing gear steps and flotation bags when inflated, remove steps per Aerospatiale Telex SB 32.04A. (BV AD F-1986-032-027 refers).
- Compliance:** Within next 10 hours TIS, unless already accomplished, or prior to flotation gear installation.
- Effective Date:** 18 March 1988

DCA/AS355/12C Main Rotor Head, Main Gear Box and Landing Gear – Inspection

- Applicability:** All model AS355E, AS355F, AS355F1 and AS355F2 helicopters.
- Note:** The compliance time for requirement 1 extended to 600 hours TIS with no change to the AD requirement. Aerospatiale SB 01.14A can be obtained from the Eurocopter T.I.P.I. web site under AS 355 ASB 01.00.14
- Requirement:** To prevent failure of main rotor (M/R) star arms and main gear box (MGB) suspension bars, accomplish the following:
1. Inspect the M/R head components, the MGB suspension bars (struts) and landing gear per paragraph CC3, subparagraph CCA, CCB and CCC in Aerospatiale SB 01.14A or later approved revisions. Rework or renew defective parts before further flight.
 2. Inspect the M/R head components and MGB suspension bars per paragraph CC3 subparagraphs CCA and CCB in SB 01.14A. Rework or renew defective parts before further flight.
- (BV AD 1986-126-029 refers)
- Compliance:**
1. At intervals not to exceed 600 hours TIS. Prior to further flight following a hard landing which causes abnormal self sustained dynamic vibrations (ground resonance type).
 2. Prior to further flight following a hard landing or exposure to high winds without the M/R blades secured.
- Effective Date:** DCA/AS355/12A - 25 May 1990
DCA/AS355/12B - 2 July 1999
DCA/AS355/12C - 30 September 2010

DCA/AS355/13 Hydraulic System - Modification

- Applicability:** All models AS355, not incorporating mod. AMS 350A07-1765.
- Requirement:** To prevent possible over pressure of hydraulic system, modify per Aerospatiale SB 29.01 Rev.1
(BV AD F-1986-150-030 refers).
- Compliance:** Within next 300 hours TIS or three months, whichever is the sooner, unless already accomplished.
- Effective Date:** 18 March 1988

DCA/AS355/14 MGB Suspension Bars - Inspection

- Applicability:** All model AS355E, F, F1 and F2.
- Requirement:** 1. Inspect suspension bars per Aerospatiale S.B. 05.16 para 1C(1) and identify bar ends found free from defects per para 1C(2)(A).
2. Inspect per para 1C(2)(B).
Bars with longitudinal displacement of spherical bearings, or sealing compound discrepancies must be removed from service before further flight.
(BV AD F-1987-038-032 refers)
- Compliance:** Within next 10 hours TIS, unless already accomplished, thereafter re inspect at intervals not exceeding 10 hours TIS.
- Effective Date:** 18 March 1988

DCA/AS355/15 Main Rotor Sleeve Beams - Inspection

- Applicability:** All models AS355, with sleeve beams P/N 350A31.1831.04, .05, .06 and .07.
- Requirement:** Retire affected sleeve beams from service and inspect per Aerospatiale SB 01.13.
(BV AD F-1986-035-028 R1 refers)
- Compliance:** Retirement - At 1500 hours TTIS, or as otherwise prescribed in SB 01.13.
Inspection - Prior to further flight following any severe tracking defect.
- Effective Date:** 18 March 1988

DCA/AS355/16 Sliding Doors - Modification

- Applicability:** All models AS355, with LH and/or RH sliding doors.
- Requirement:** To preclude possibility of door loss in flight, modify per Aerospatiale SB 52.10.
(BV AD F-1987-089-033 refers).
- Compliance:** By 31 May 1988
- Effective Date:** 18 March 1988

DCA/AS355/17B Main Rotor, Rotating Swash Plate - Inspection

- Applicability:** All model AS355E, F, F1, F2 and N with swash plates fitted with bearings P/Ns VH36132 (704A33.651.051), Y 51 BB 10843 SI M 73 (704A33.651.080), INA 36132A (704A33.651.126).
- Requirement:** To prevent seizing of the swash plate bearing, inspect and lubricate per Aerospatiale SB 62.16R2. Renew defective parts before further flight. (BV AD F-1989-156-039 R3 refers).
- Compliance:**
1. Within next 10 hours TIS (T.I.S), unless already accomplished, and thereafter relubricate per SB 62.16R2 para 1.C-i at intervals not exceeding 100 hours T.I.S.
 2. Check per SB 62.16R2 para 1.C-g following last flight on each day the aircraft is operated.
- Effective Date:** DCA/AS355/17A - 2 March 1990
DCA/AS355/17B - 29 November 1991

DCA/AS355/18 MGB Oil Cooler Fan Assembly - Inspection

- Applicability:** All model AS355 Series with tail rotor drive shaft forward element P/N 355A34-1037-00.
- Requirement:** To prevent excessive fan assembly vibration, modify and inspect assembly per Aerospatiale SB 05.20 issue 2. (BV AD 1988-057-036 R2 refers).
- Compliance:** Within next 50 hours TIS unless already accomplished and thereafter re-inspect as prescribed in SB 05.20 issue 2.
- Effective Date:** 2 March 1990

DCA/AS355/19 Tail Rotor Pitch Control Lever Expansion Pin - Inspection

- Applicability:** All model AS355E, F, F1, F2 and N.
- Requirement:** To prevent failure of the tail rotor pitch control lever hinge yoke lugs due to incorrect assembly, accomplish the following:-
1. Inspect the pitch control rod support yoke for cracks per para B of Aerospatiale Telex SB NR 01-34. If a crack is found replace the TGB per the SB before further flight.
 2. Inspect for correct installation of the expansion pin per para C of Aerospatiale Telex SB NR 01-34. Rectify if necessary as prescribed by the SB, before further flight. (BV AD F-1991-138-043 refers)
- Compliance:**
1. Within next 10 hours TIS (TIS) and thereafter at intervals not to exceed 10 hours TIS until part 2 is accomplished.
 2. Within next 50 hours TIS.
- Effective Date:** 4 July 1991

DCA/AS355/20 Emergency Location Transmitter (ELT) Antenna - Modification

- Applicability:** All model AS355E, F, F1, and F2 fitted with the JOLLIET ELT system.
- Requirement:** To prevent loss of the ELT antenna in flight, modify per Eurocopter AS 355 SB 25.33. (BV AD F-1992-142-045 refers)
- Compliance:** Within next 400 hours TIS or by 1 April 1993 whichever is the sooner.
- Effective Date:** 30 October 1992.

DCA/AS355/21A Pitch Change Lever Bushes - Inspection

- Applicability:** All model AS355E, F, F1, F2 and N with pitch change lever P/N 350A 31.1877.02 not marked with an "X" and have a S/N less than 100,000.
- Requirement:** To prevent failure of the pitch change rod/lever coupling bolt and loss of pitch control, inspect per Eurocopter SB 62.24 R1. Renew defective parts per SB 62.24 R1. (BV AD F-1992-183-046 R1 refers)
- Compliance:** Within next 50 hours TIS.
- Effective Date:** DCA/AS355/21 - 27 November 1992
DCA/AS355/21A - 11 June 1993

DCA/AS355/22 Main Rotor Mast Assembly - Inspection

- Applicability:** Model AS355E, F, F1, F2 and N fitted with main rotor mast assembly P/N 350A37.0004.02, 350A37.0004.03, 355A37.0005.01.
- Requirement:** As a result of an accident overseas involving an AS350B2, inspect per Eurocopter Telex Service 01-37, paragraphs DD (A) or (B) as appropriate and EE. (BV AD F-1993-031-047 refers)
- Compliance:** 1. Whenever abnormal noises appear (metal rubbing) in flight or when the rotor is turning on the ground. Flights must be terminated as soon as practicable.
2. Within the next 5 hours TIS, for any main rotor mast shaft on which maintenance requiring the removal of the mast epicyclic reduction gear assembly has been performed during the last 100 hours TIS, unless the maintenance was performed by Eurocopter Marignane.
- Effective Date:** 27 March 1993

DCA/AS355/23A Sliding Windows - Inspection

- Applicability:** All Model AS355E, F, F1, F2, and N fitted with sliding window panes P/N: 704A41-512-003, -004, -005, -006, -010, -011, -025 and 355A25-2030-00.
- Requirement:** To prevent window separation in flight accomplish the following:
1. Inspect per Eurocopter SB 05.26 R1. If cracks are found, or if a piece of the slide is unstuck and/or has been lost, replace the window per paragraph 1C3 of SB 05.26 R1 before further flight.
2. Modify (Repair) per paragraph 1C2 of SB 05.26 R1. (BV AD F-1993-089-048 R1 refers)
- Compliance:** 1. Inspect within next 50 hours TIS and thereafter at intervals not to exceed 25 hours TIS, until modification per paragraph 1C2 of SB 05.26 R1. After modification, inspect at intervals not to exceed 100 hours TIS.
2. Modify within next 100 hours TIS.
- Effective Date:** DCA/AS355/23 - 3 September 1993
DCA/AS355/23A - 18 March 1994

DCA/AS355/24 Main and Tail Rotor Servo Controls - Inspection

- Applicability:** All model AS355E, F, F1 and F2 with Dunlop main and tail rotor servo controls P/N AC64182, AC67030, AC67244, AC66442, AC67034, AC67246, AC66436, AC67032.
- Requirement:** To preclude possible failure of servo control assembly bolts, inspect per Eurocopter SB 01.21 R1 and renew bolts as prescribed. (BV AD F-1988-183-037 R1 refers)
- Compliance:** Within next 50 hours TIS or by 30 November 1993 whichever is the sooner, unless already accomplished.
- Effective Date:** 29 October 1993

DCA/AS355/25 MGB Oil Pressure Switch - Removal

- Applicability:** Model AS355E, F, F1, F2 and N fitted with MGB oil pressure switch P/N 704A37.721.082 (S 1130.021.082).
- Requirement:** Replace MGB oil pressure switch P/N 704A37.721.082 (S 1130.021.082) per Eurocopter Telex Service 01.39.
(BV AD F-1994-088-050 refers)
- Compliance:** By 1 August 1994
- Effective Date:** 8 July 1994

DCA/AS355/26 Cyclic Pitch Change Control Rod - Inspection

- Applicability:** Model AS 355E, F, F1, F2 and N, fitted with cyclic pitch change control rod P/N 704A34-113-279. This airworthiness directive does not apply to aircraft fitted with an autopilot.
- Requirement:** To ensure that cyclic pitch change control rods have been correctly safetied, inspect per Eurocopter SB 01-38. Replace any rods found not safetied per SB 01-38 before further flight.
(BV AD F-1994-179-051 refers)
- Compliance:** Within next 100 hours TIS.
- Effective Date:** 23 December 1994

DCA/AS355/27A Main Rotor Shaft Oil Jet – Inspection

- Applicability:** Model AS355E, F and F1 aircraft fitted with a “TIMKEN” main rotor shaft P/N 355A37-0000 (all dash numbers) that have logged less than 100 operating hours since new or overhaul.
- Note:** This AD revised to correct the P/N of the affected main rotor shaft.
- Requirement:** To ensure correct lubrication of the shaft bearing, accomplish the following:
1. Inspect the main rotor shaft per the instructions in paragraph CC and DD of Eurocopter France AS 355 Telex Service No 01-41.
Replace any assembly that does not comply with the requirements in Telex Service No 01-41 before further flight.
 2. An affected main rotor shaft with less than 100 operating hours since new or overhaul may not be fitted to any aircraft unless the actions in this AD have been accomplished.
(BV AD 94-280-052(B)R1 refers)
- Compliance:**
1. Before further flight unless previously accomplished.
 2. From 9 March 1995 (effective date of DCA/AS355/27).
- Effective Date:** DCA/AS355/27 - 9 March 1995
DCA/AS355/27A - 21 April 2011

DCA/AS355/28 MGB Suspension Bi-directional Cross Beam - Inspection

- Applicability:** Model AS 355E, F, F1, F2 and N fitted with a MGB suspension bi-directional cross beam P/N 350A38.1018 - (all dash numbers), installed on the complete cross beam assemblies P/N 350A38.0210 - (all dash numbers), not modified per MOD. 072720.
- Requirement:** To prevent failure of the suspension cross beam, accomplish the following:-
1. Cross beams that have logged at least 2000 hours TIS or 10,000 cycles:
 - 1.1 Within next 30 hours TIS and thereafter at intervals not to exceed 30 hours TIS or 150 cycles, whichever is the sooner, visually inspect the cross beam for cracks, per paragraph 2B(1) of Eurocopter France SB 05.00.29 and rectify defects if necessary as detailed.
 - 1.2 Each time the cross beam or the MGB is removed, irrespective of whether the removal was scheduled or not, comply with paragraph 2B(2) of SB 05.00.29.
 2. For cross beams that have logged more than 5000 hours TIS and which have not been checked during or since the last major inspection per paragraph 2B(2) of SB 05.00.29 accomplish the following:
 - 2.1 Within next 30 hours TIS and thereafter at intervals not to exceed 30 hours TIS or 150 cycles, whichever is the sooner, visually inspect both the upper faces of the cross beam for cracks, per paragraph 2B(1) of SB 05.00.29 and rectify any defects found as detailed.
 - 2.2 Within 550 hours TIS or 2750 cycles whichever is the later, comply with paragraph 2B(2) of SB 05.00.29.
- Note:** If there is no record of the number of the flying hours logged or of the number of cycles completed:
If the component has been installed on the aircraft since new, refer to the number of the flying hours and cycles logged by the airframe.
If the component has not been installed on the aircraft since new, comply with the instructions given in paragraph 2.1.
3. Before installing a cross beam as a replacement part that has already been installed on an aircraft, comply with the instructions given in paragraph 2B(2) of SB 05.00.29.
(DGAC AD F-1996-155-053 R1 refers)
- Compliance:** Compliance is required at the times specified within the requirement of this airworthiness directive.
- Effective Date:** 29 August 1997

DCA/AS355/29 Tail Boom Attachment Screws - Replacement

- Applicability:** Model AS 355E, F, F1, F2 and N fitted with tail boom attachment screws P/N 22201BC060008L (N5103337287). This AD does not apply to new or overhauled aircraft delivered after 15 May 1997 or to aircraft on which no tail boom attachment screws have been replaced since 1 July 1994.
- Requirement:** To prevent failure of the tail boom attachment screws, accomplish the following:-
- Check the marking on the heads of the 23 attachment screws which are located above the cargo compartment floor. Remove and scrap all screws which are marked with the letter "M" on their head above the designation "BC" per paragraph 2.B.1 of Eurocopter Alert Service Bulletin 01.00.43.
Any affected screws held as spares must be scrapped per paragraph 2.B.2 of Eurocopter Alert Service Bulletin 01.00.43.
(DGAC AD F-1997-146-054 R1 refers)
- Compliance:** Within next 100 hours TIS or by 29 September 1997, whichever is the sooner.
- Effective Date:** 29 August 1997

DCA/AS355/30B Tail Rotor Hub Pitch Change Plate Bearings - Inspection

Applicability: AS 355 helicopters, versions: E, F, F1, F2 and N fitted with tail rotor hub pitch change plate, P/Ns 350A33-2004-00, -01, -02, -03, -05 that do not incorporate MOD 076551 (new generation bearing P/N 6010F234M16 (704A33.651.190) introduced by AS 355 SB 65.00.15R1).

Requirement: To prevent seizure of the tail rotor hub pitch change plate bearings and loss of control of the helicopter, accomplish the following:-

1. Check the rotation torque of the bearing per paragraph 2B(1) of Eurocopter AS355 ASB 05.00.30.
2. Inspect for axial play, friction point and brinelling per paragraph 2.B.2 of Eurocopter AS355 ASB 05.00.30.
3. Check any pitch change plate assemblies held as spares per paragraph 2.B 1)b) and 2.B 2) of Eurocopter AS355 ASB 05.00.30.

If the measured rotational load is greater than 300 grams, remove the pitch change plate assembly from the aircraft or do not install if the assembly as held as a spare.

If the measured rotational load is less than 300 grams, and if the axial play is greater than or equal to 0.4mm and/or friction points or brinelling are detected;

- Check the condition of the parts (excluding the pitch change plate bearing) and replace them per paragraph 2.B 3)b) of Eurocopter AS355 SB 05.00.30 R2.
- Replace the pitch change plate bearing with a bearing in airworthy condition.
(DGAC AD 1999-084-057(A) R3 refers)

Compliance:

1. Unless already accomplished, within the next 10 hours TIS or 14 days, whichever is the sooner.
2. Within next 10 hours TIS and thereafter at intervals not to exceed 50 hours TIS or 6 months whichever is the sooner.
3. Before installing a pitch change plate assembly or a tail rotor gear box assembly held as spare.

Effective Date: DCA/AS355/30A - 10 June 1999
DCA/AS355/30B - 17 December 1999

DCA/AS355/31 Flight Manual - Revision

Applicability: AS 355 helicopters, versions: E, F, F1, F2 and N.

Requirement: To alert the pilot to a possible reduction in available engine power as a result of P2 system 3-way coupling valve failure, accomplish the following:-

1. Insert the rush revision (date code 99-03) into the applicable flight manual.
 2. Insert the normal revision (date code 99-03) into the applicable flight manual.
- (DGAC AD F-1999-084-057 refers)

Compliance:

1. By 7 June 1999, unless already accomplished.
2. Within one month of receipt of the normal revision.

Effective Date: 7 May 1999

DCA/AS355/32 Single Pole Circuit Breakers – Inspection

Applicability: AS 355 helicopters, versions: E, F, F1, F2 and N. equipped with single-pole CROUZET circuit breakers, P/Ns:

- 5 amperes : 84 4000 032 Emergency flotation gear optional installation
- 10 amperes : 84 4000 034
- 1 ampere : 84 4000 028 Other optional installations
- 3 amperes : 84 4000 031
- 7.5 amperes : 84 4000 033
- 15 amperes : 84 4000 035
- 20 amperes : 84 4000 036

(a) Delivered new between April 24, 1995, and August 31, 1996.

(b) Delivered new before April 24, 1995 or after August 31, 1996 if:

- Circuit breakers have been replaced on an optional equipment (emergency flotation gear or another optional equipment) since April 24, 1995.
- An optional equipment (emergency flotation gear or another optional installation) was installed on the aircraft between April 24, 1995 and August 31, 1996.

Requirement: To ensure that there is no loss of electrical continuity, accomplish the following:-

1. Inspect the circuit breakers and replace if necessary per Eurocopter AS 355 SB 01.00.44.
2. Remove from service all circuit breakers listed in the applicability section of this AD.

(DGAC AD F-1998-510-055 refers)

Compliance: 1. Inspect within next 200 hours TIS or by 7 August 1999, whichever is the sooner. For those circuit breakers held as spares, inspect before installation.

2. Replace by 1 January 2000.

Effective Date: 7 May 1999

DCA/AS355/33 Cancelled – EASA AD F-2000-223-059R1 refers

Effective Date: 31 October 2013

DCA/AS355/34 Ferry Fuel Tanks - Electrical Bonding

Applicability: AS 355 E, F, F1, F2 and N helicopters equipped with metal ferry fuel tanks, P/N 330A 871310 .00, .01, .02, .03 and .04.

Requirement: To prevent the generation an electrostatic spark between the re-fueling nozzle and the ferry fuel tank caused by the absence of this electrical bonding and possible explosion of the fuel tank, accomplish the electrical bonding per Eurocopter Service Telex AS 355 No. 28.00.10, paragraph C.C.

(DGAC AD F-2000-302 refers)

Compliance: For ferry fuel tanks which are already installed on a helicopter, before the next re-fueling. For ferry fuel tanks which are not installed on a helicopter before installation.

Effective Date: 27 July 2000

DCA/AS355/35B Use of the Landing Light – AFM Revision

- Applicability:** AS 355 E, F, F1, F2 and N helicopters that are equipped for IFR flights but without MOD 073019 incorporated or prior to compliance with EUROCOPTER AS 355 SB No. 24.00.14, and equipped with the following electrical master boxes:
48xGC01Yxxx up to S/N 1352 and 49xGC01Yxxx up to S/N 1143.
- Requirement:** To prevent electrical power failure, except direct battery, during flights with high OAT and prolonged use of the landing light, do not use the landing light except during takeoff and landing. The electrical power failure is due to the disengagement of 40A contactors in the electrical power systems below their nominal threshold.

Do not use the landing light except during takeoff and landing.
In case of electrical power failure (except direct battery) in flight, apply the procedure described in paragraph C.C.2 of EUROCOPTER AS 355 ASB 25.00.63.

1. A copy of this AD and ASB 25.00.63 must be inserted into the applicable flight manual. Alternatively, a manufacturer's flight manual revision with the same wording is acceptable.

2. Replace the non temperature-compensated contactors with temperature-compensated circuit breakers, in accordance with the instructions described in Eurocopter AS 355 ASB No. 24.00.14 (MOD 073019). Incorporation of this modification is a terminating action for this AD.

(DGAC AD F-2000-339-060 R2 refers)

- Compliance:**
1. By 27 March 2003, if not already accomplished.
 2. Modify by 1 August 2003.

Effective Date: DCA/AS350/35A - 26 October 2000
DCA/AS350/35B - 27 February 2003

DCA/AS355/36 Tail Rotor Hub Pitch Change Plate Bearings - Replacement

- Applicability:** AS 355, versions E, F, F1, F2 and N fitted with tail rotor pitch change plate SNR bearing, P/N 6010F234M16 (704A33-651-190).
- Requirement:** To prevent failure of the tail rotor hub pitch-change bearings and subsequent loss of control of the helicopter, replace tail rotor pitch change plate bearings, P/N 6010F234M16 (704A33-651-190) at the compliance times specified below.
(DGAC AD F-2001-073-061 refers)
- Compliance:**
- (a) AS 355 N version:
- For bearings with less than 270 hours TTIS, replace no later than 300 hours TTIS.
For bearings with between 270 and 600 hours TTIS, replace within the next 30 hours TIS.
For bearings with between 600 and 900 hours TTIS, replace within the next 20 hours TIS.
For bearings with 900 hours or higher TTIS, replace within the next 10 hours TIS.
Thereafter, bearing life is not to exceed 300 hours TTIS.
- (b) AS 355 E, F, F1 and F2 versions:
- For bearings with less than 1150 hours TTIS, replace no later than 1200 TTIS.
For bearings with between 1150 and 1550 hours TTIS, replace within the next 50 hours TIS.
For bearings with 1550 hours or higher TTIS, replace within the next 10 hours TIS.
Thereafter, bearing life is not to exceed 1200 hours TTIS.
- (c) Transfer of bearings between AS 355 versions:
- If bearings are to be transferred from one AS 355 version to another, apply the transfer rules per Master Servicing Manual, Chapter 05.99, Page P8.

Effective Date: 15 March 2001

DCA/AS355/37 Cancelled – DCA/AS355/83 refers**Effective Date:** 27 March 2008**DCA/AS355/38A Starflex Bush – Inspection****Applicability:** AS 355 E, F, F1, F2, and N model helicopters equipped with “Starflex” star P/N 350A31.1916.00.**Requirement:** To detect bonding failure of the metal bush installed in each ‘Starflex’ arm end, accomplish the following:-

1. Inspect adhesive bead of the metal bush bonded onto each starflex star arm end. Ensure there is no gap between the adhesive bead and the bush as per work card 62.20.00.601 para 7. If a gap is found, replace starflex before further flight.

2. Install stop stud at the bottom of each frequency adapter (MOD 076221) in accordance with paragraph 2 of AS 355 ASB No. 62.00.26.

(DGAC AD F-2001-558-064 R2 refers)

Compliance:

1. Before further flight and thereafter during each pre-flight inspection.
2. By 31 May 2002.

Note 1: This inspection may be accomplished by the pilot in accordance with CAR Part 43, Appendix A. The pilot must be trained and authorised (Part 43, Subpart B refers) and certification must be provided (Part 43, Subpart C refers).**Note 2:** Failure of the bush may occur suddenly and is characterised by strong 1 per revolution main rotor vibrations as the bush is centrifuged outwards. If these symptoms are detected the pilot should immediately select the minimum power recovery speed (approx 60 knots) and land as soon as possible with minimum load factors.**Effective Date:** DCA/AS355/38 - 22 November 2001
DCA/AS350/38A - 28 February 2002**DCA/AS355/39 Cancelled - DCA/AS355/48 refers****Effective Date:** 30 October 2003**DCA/AS355/40 Cancelled - DCA/AS355/67 refers****Effective Date:** 16 August 2006**DCA/AS355/41 HSI - Inspection****Applicability:** AS 355 E, F, F1, F2 and N fitted with HSI KI 525A.**Requirement:** To prevent navigation errors due to the incorrect installation of the HSI KI 525A P/N 066-3046-07, accomplish the following:

Check the P/N of HSI KI 525A installed on the aircraft. If the P/N is 066-3046-07, comply with the instructions given Eurocopter AS 355 ASB 34.00.09 or later approved revisions.

(DGAC AD F-2002-280-068R1 refers)

Compliance: Within 100 hours TIS or by 28 July 2002, whichever occurs first**Effective Date:** 27 June 2002

DCA/AS355/42 Hawker Pacific TRW-SAMM Main Servocontrols - Replacement

Applicability: AS 355 F, F1, F2 and N fitted with TRW-SAMM main servo controls P/N SC 8042 or SC 8043 which underwent their last complete overhaul or repair since overhaul at Hawker Pacific Aerospace, USA, before 01 March 2002.

Requirement: To prevent incorrect tightening torque on the end-fitting that attaches the servo control cylinder to the upper ball end-fitting from causing separation of the upper end-fitting and loss of the control of the helicopter, remove the subject servo controls and return them to Hawker Pacific Aerospace for a check of the thread condition and application of the tightening torque per Eurocopter AS 355 ASB 67.00.23 or later approved revisions.

(DGAC AD F-2002-315-069R1 refers)

Compliance:

Servo control TTIS (hours)	Replace before (whichever occurs first)
less than 1000	next 550 hours TIS or by 27 June 2003
1000 - 1300	1,550 hours TTIS or by 28 March 2003
1300 or more:	next 250 hours TIS or by 28 Dec 2002

Effective Date: 27 June 2002

DCA/AS355/43 Tail Servocontrol – Locking of Eye End Fitting

Applicability: AS 355 E, F, F1, F2 and N equipped with tail servo controls all part numbers that have not been modified per MOD 073139 or Eurocopter AS 355 Service Bulletin No 67.00.22.

Requirement: Inspect locking of the eye end fitting to servo-control coupling per Eurocopter AS 355 Alert Telex 05.00.36. If play is detected or if the lock washer is not correctly positioned rectify before further flight per the referenced Alert Telex.

(DGAC AD F-2001-581-063 R1 refers)

Compliance: Aircraft with greater than 500 hours TTIS; accomplish within 50 hours TIS and thereafter at intervals not to exceed 550 hours. Aircraft with less than 500 hours TTIS; accomplish before reaching 550 hours TTIS and thereafter at intervals not to exceed 550 hours.

Effective Date: 27 June 2002

DCA/AS355/44A Cancelled – DCA/AS355/60 refers

Effective Date: 23 February 2006

DCA/AS355/45 Cancelled – EASA AD 2019-0228 refers

Effective Date: 26 September 2019

DCA/AS355/46 Cyclic Friction Cup - Inspection

Applicability: AS 355 E, F, F1, F2 and N, modified per MOD 070682 (AS 355 SB No. 67.08), and before embodiment of MOD 073179.

Requirement: To eliminate the risk of binding in the cyclic stick "nose-up" control stop position configuration, due to the lower friction cup causing interference with the trimming edge of the friction bowl, measure the cyclic stick bowl-lower friction cup overlap in compliance with the instructions in Eurocopter AS 355 ASB 67.00.24 or later approved revisions. If the overlapping is not correct, within the next 2 months, replace the cup in compliance with the instructions described in paragraph 2.B.2 of the referenced AT.
(DGAC AD F-2003-003R1 refers)

Compliance: By 28 February 2003, and thereafter each readjustment of the cyclic stick longitudinal nose-up control stop.

Effective Date: 30 January 2003

DCA/AS355/47 Dynamic Components – Life Correction

Applicability: AS 355 E, F, F1, F2 and N, equipped with dynamic components following overhaul (RG) or repair (RE) at the EUROCOPTER helicopter maintenance and overhaul facility (D.E.R.H.), listed in Tables 1 and 2 (as applicable) of paragraph 3 "APPENDIX" of the Alert Telex referenced below.

Requirement: To prevent life limited dynamic components from exceeding their life limits due to a miscalculation of their operating hours at the time of repair or overhaul at the Eurocopter overhaul and maintenance centres (D.E.R.H) listed in Alert Telex 62.00.27, accomplish the following:

1. With reference to the equipment log cards (FME) determine whether any of the helicopter's dynamic components embody parts affected by this directive, IAW the instructions of paragraph 2.B.1 of the Alert Telex. If a check reveals that no components are affected, no further action is required.
2. If affected parts are fitted, correct the operating hours IAW the instructions of Paragraph 2.B.2 of the Alert Telex. If after correction, the operating hours of a part exceed its life limit, remove the part from service. Comply with paragraph 2.B.2 of the Alert Telex before installing dynamic components or parts held as spares that have undergone repair or overhaul.

(DGAC AD F-2002-452 R1 refers)

Compliance:

1. Within 10 hours TIS
2. Within 50 hours TIS

Effective Date: 29 May 2003

DCA/AS355/48 TRW-SAMM Servo Controls - Replacement

Applicability: AS355 E, F, F1, F2 and N equipped with the following main and tail TRW SAMM servo controls:

A.	<u>P/N</u>	<u>S/N</u>
	SC5083:	1500 through 1515.
	SC5084	722 through 726.
B.	<u>P/N</u>	<u>S/N</u>
	SC5081-1:	78, 89, 227, 240, 315, 362, 427, 451, 452, 492, 497, 498, 506, 512, 532, 550, 556, 561.
	SC5082-1:	045, 180, 194, 197, 254, 264.
	SC5083:	01, 03, 05, 082, 17, 21, 40, 43M, 65M, 77, 87, 103M, 106M, 107, 109, 128, 129, 138, 139, 144, 148, 152, 206, 207, 218, 221, 226, 235, 239, 240, 241, 243, 254, 256, 269, 286, 287, 290, 291, 302, 312, 321, 325, 327, 330, 331, 334, 338, 339, 347M, 356M, 365, 371, 372, 378M, 380M, 389, 412M, 418, 423, 428, 439, 484M, 503, 505, 525, 526, 528, 529, 573M, 587, 594M, 598, 612, 622, 1150 to 1155, 1157, 1159 to 1169, 1180 to 1199, 1207, 1208, 1210 to 1259, 1269, 1291 to 1499.
	SC5084:	013, 025, 31, 75, 087, 87, 101M, 102, 105, 108, 136, 160, 162, 165M, 203, 205, 205M, 209, 220, 225, 232M, 239M, 267M, 271, 288M, 292, 300, 320, 364M, 458, 612, 627, 630, 632 to 634, 636 to 652, 654, 656 to 660, 682 to 721, 727 to 731, 733 to 756.
	SC5071-1:	343, 389.
	SC5072:	003, 35, 108, 197, 216M, 253M, 339M, 347M, 432M, 700 to 724, 726 to 744, 763 to 768, 783 to 789, 820 to 883.

Note: Servo controls with part numbers with suffix "V" have been checked or repaired by TRW SAMM. These servo controls are exempt from the actions of this AD.

Requirement: Due to a quality control problem, the above servo controls may be non-airworthy and must be removed from service. Inspect to determine S/N of the servo-controls and replace any affected servo controls with serviceable units.

(DGAC AD F-2003-100 and Eurocopter ASB 01.00.48 refers)

Compliance: Servo control with S/N in list A, before further flight.
Servo controls in list B, within 550 hours TIS or by 30 October 2005 whichever occurs first.

Effective Date: 30 October 2003

DCA/AS355/49A Flight Control Stops – Inspection

Applicability: Model AS 355 E, F, F1, F2 and N aircraft which are not fitted with MOD 073206 or MOD 073102.

Requirement: To prevent loosening of the flight control stops which may restrict the travel of the flight controls, accomplish the following:

1. Check the flight control stop positions and adjust if necessary, per paragraph 2.B.1 of Eurocopter AS 350 ASB 67.00.25 revision 1 or later.
2. Double lock the flight control stop adjusting screws as per paragraph 2.B.2 of ASB 67.00.25.

(DGAC AD F-2003-322 R1 refers)

Compliance:

1. Within 100 hours TIS.
2. Within 500 hours TIS.

Effective Date: DCA/AS355/49 - 30 October 2003
DCA/AS355/49A - 28 July 2005

DCA/AS355/50B Newly Overhauled or Repaired Main Gearboxes - Removal from Service

Applicability: AS 355 E, F, F1, F2 and N fitted with a new MGB bevel reduction gear or a MGB bevel reduction gear, that does not have MOD 077212 incorporated and has logged fewer than 10 hours TIS since new, overhaul or repair.

Requirement: To prevent MGB free-wheel slippage and engine shut-down due to overspeed, accomplish the following:

For aircraft equipped with at least one of the dynamic components listed in the applicability, having logged less than 10 hours TIS since new, overhaul or repair, further flights are prohibited until MOD 0077212 is incorporated.

For aircraft equipped with the dynamic components listed in the applicability, having logged 10 flying hours or more since new or overhaul or repair, flights can be continued.

(EASA AD 2006-0250 refers)

Note: Eurocopter AS 355 Alert Service Bulletin No. 63.00.21 also refers.

Compliance: Before further flight, unless already accomplished.

Effective Date: DCA/AS355/50 - 15 December 2003
DCA/AS355/50A - 25 March 2004
DCA/AS355/50B - 28 September 2006

DCA/AS355/51 Rear Fuselage - Inspection

Applicability: AS 355 helicopter versions E, F, F1, F2 and N pre-MOD 073215, or **not** equipped with the four reinforcement angles, P/Ns 350A08.2493.20 / .21 / .22 / .23, following repair per MRM Work Card 53.10.22.772.

Requirement: To prevent loss of the helicopter due to cracking of the tail boom junction frame accomplish either part 1 or part 2 as applicable:

1. For aircraft **not equipped** with two reinforcement angles on the RH side of the rear frame per the repair defined on MRM Work Card 53.10.22.772:
 - a. Comply with paragraph 2.B.1.A of Eurocopter AS 350 ASB No. 05.00.42
 - b. inspect the RH side of the rear frame per the instructions described in paragraph 2.B.1.B of the referenced ASB.
 - c. If there is a crack in the rear frame, of length less than or equal to 30 mm, comply with the instructions in paragraph 2.B.1.B of the referenced ASB, at intervals not exceeding 110 hours TIS.

d. If there is a crack in the rear frame, more than 30 mm long, carry out the repair as per MRM Work Card 53.10.22.772, no later than within 110 hours TIS, if all the cracks are less than or equal to 50 mm, or before further flight, if one or more crack is more than 50 mm long.

2. For aircraft **equipped** with two reinforcement angles on the RH side of the rear frame per the repair defined on MRM Work Card 53.10.22.772:

a. comply with paragraph 2.B.2 of the referenced ASB. If there is a crack in the reinforcement angles, replace the frame per the instructions described in paragraph 2.B.2 of the referenced ASB before further flight.

(DGAC AD F-2004-036 refers)

Compliance: Before accumulating 2700 hours TIS or within 100 hours TIS whichever is the later and thereafter at intervals not to exceed 550 hours TIS.

Effective Date: 25 March 2004

DCA/AS355/52A Cancelled – DCA/AS355/65 refers

Effective Date: 1 June 2006

DCA/AS355/53 Hydraulic System Cut-off - Modification

Applicability: AS 355 E, pre-Mod 073263

Requirement: To prevent a possible load imbalance in the flight controls due to residual fluid trapped after shutting off the hydraulic assistance, modify the electrical system in accordance with Eurocopter AS355 ASB 29.00.04.

(DGAC AD F-2004-090 refers)

Compliance: Before 31 December 2004

Effective Date: 30 September 2004

DCA/AS355/54 Cancelled - DCA/AS355/70 refers

Effective Date: 28 September 2006

DCA/AS355/55 Tail Rotor Blade Trailing Edge Tab – Inspection

Applicability: All model AS355 E, F, F1, F2, and N aircraft, fitted with tail rotor blades P/N 355A 12.0040 and P/N 355A 12.0050 all dash numbers inclusive, with S/Ns 8400 through 9224 which have not been repaired per Repair Sheet No 238 or Work Card 64.10.00.872.

Requirement: To prevent the failure of tail rotor blade trailing edge tab due to debonding and subsequent increase in the vibration level of the aircraft, accomplish the following:

1. Install additional rivets on the trailing edge tab of blades as per instruction 2.B. in Eurocopter AS350 ASB 64.00.04.

2. Before installing spare tail rotor blades confirm that additional rivets have been installed on the trailing edge tab of blades as per instruction 2.B. in Eurocopter AS350 ASB 64.00.04.

(DGAC AD F-2004-176 refers)

Compliance: 1. Within 100 TIS or by 28 July 2005, whichever is the sooner.

2. Prior to installation for any affected tail rotor blades.

Effective Date: 28 April 2005

DCA/AS355/56B Cancelled - DCA/AS355/71 refers**Effective Date:** 28 September 2006**DCA/AS355/57 Cancelled – DCA/AS355/66 refers****Effective Date:** 1 June 2006**DCA/AS355/58 Cancelled - DCA/AS355/68 refers****Effective Date:** 28 September 2006**DCA/AS355/59 Breeze Eastern 450-lb Electric Hoist - Inspection****Applicability:** Model AS 355 F, F1, F2 and N aircraft, fitted with a Breeze Eastern 450 lb. Electric Hoist P/N BL 29700-23.**Requirement:** To prevent cable damage caused by malfunction of the up end-of-travel stop mechanism, accomplish the following:

1. Inspect the spring compression of the damper assembly and perform a dimensional check of the damper assembly buffer, per paragraphs 2.B.1.a and 2.B.1.b of Eurocopter AS 355 Alert Service Bulletin AS355 No. 25.00.68.
2. Perform a dimensional check of the damper assembly buffer, per paragraph 2.B.1.b of ASB 25.00.68.
3. Check the hook in the up position, per paragraph 2.B.2 of ASB 25.00.68.
(DGAC AD F-2002-028-066 R1 refers)

Compliance:

1. Before the next hoisting mission and on each installation of a hoist in the helicopter.
2. Every 50 hoisting cycles or 3 months, whichever occurs first.
3. Each day that the hoist is to be used.

Effective Date: 1 December 2005**DCA/AS355/60 Cancelled – DCA/AS355/73 refers****Effective Date:** 25 January 2007**DCA/AS355/61 Main Servo Controls – Inspection****Applicability:** Model AS 355 E aircraft, fitted with main servo-controls, all P/Ns not modified per MOD 073343, andOn which the tightening torque of the nut that secures the upper ball-end has been increased following the embodiment of MOD 073191, or

Compliance with MET Work Card 67.30.00.402 since MET Revision 04-06.

Requirement: To detect cracks in the tapered housing of a main servo-control, which in time could lead to the loss of the attachment of the servo-control to the non-rotating swashplate, and subsequent loss of aircraft control, accomplish the following:

1. Inspect the tapered housings of the main servo-controls for cracks, per the instructions specified in paragraph 2.B.2. of Eurocopter AS 350 Alert Service Bulletin (ASB), No. 05.00.48.

If no cracks are found, comply once with the tightening torque instructions per paragraph 2.B.3. of ASB No. 05.00.48, before further flight. No further action is required.

2. If a crack is found, accomplish the following:
 - a) If the crack is vertical along the servo-control axis and is less than 20 mm long comply once with the tightening torque instructions per paragraph 2.B.3. of ASB No. 05.00.48 and identify the end of the crack using an indelible ink marker, before further flight.

Inspect for crack growth per the instructions in paragraph 2.B.4. of the ASB No. 05.00.48.

- b) If the crack is vertical along the servo-control axis and is 20mm or longer, or the crack has grown by more than 5mm, or there is an oblique or a horizontal crack, or there are several cracks, replace the servo-control per the instructions in paragraph 2.A. of ASB No. 05.00.48, before further flight.

(EASA AD 2006-0055-E refers)

Note 1: Before installing a main servo-control held as spares, comply with the instructions per paragraph 2.B.2.b. of ASB No. 05.00.48. If no cracks are evident, comply once with the instructions per paragraph 2.B.3. of ASB No. 05.00.48. If a crack is evident, return the servo-control to Eurocopter for repair.

Note 2: The replacement of cracked servo-controls per the instructions in paragraph 2.A. of ASB No. 05.00.48, is a terminating action to the requirements of this AD.

Compliance:

1. Within the next 10 hours TIS, or by 16 March 2006, whichever is the sooner.
- 2.a) At every ALF-check inspect for crack growth, without exceeding 10 hours TIS between two inspections, and replace cracked servo-controls within 150 hours TIS or by 6 June 2006 or if crack growth exceeds 5mm, whichever occurs first. (ALF-Check: Check after last flight of the day.)
- 2.b) Before further flight.

Effective Date: 7 March 2006

DCA/AS355/62 Cancelled – DCA/AS355/63 refers

Effective Date: 1 June 2006

DCA/AS355/63 Cancelled – DCA/AS355/84 refers

Effective Date: 28 August 2008

DCA/AS355/64A Cancelled – DCA/AS355/84 refers

Effective Date: 28 August 2008

DCA/AS355/65 Tail Rotor Control Cable - Replacement

Applicability: Model AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N aircraft, fitted with stainless steel-caged ball-type controls pre-MOD 072771, P/Ns:

- 704A 34-130-068 with Automatic Flight Control System (AFCS) or without AFCS, but with collective-to-yaw control coupling,
- 704A 34-130-086 without AFCS and without collective-to-yaw control coupling.

Requirement: To prevent binding in stainless steel-caged ball-type yaw controls, which may generate increased control loads or a feeling of pedal seizure, replace with new Teflon-caged ball-type controls, per the instructions in paragraph 2. of Eurocopter AS 355 Alert Service Bulletin (ASB) No. 67.00.26 revision 2.

(EASA AD 2006-0081 refers)

Note: Stainless steel-caged ball-type controls P/Ns 704A34-130-068 and 704A34-130-086 held as spares, are to be returned to Eurocopter.

Compliance: Before further flight following any report by the pilot of tail rotor control binding, or by 23 August 2006, whichever is the sooner, unless already accomplished.

Effective Date: 1 June 2006

DCA/AS355/66 Tail Rotor Drive Shaft – Inspection

Applicability: Model AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N aircraft fitted with a tail rotor drive shaft forward shaft section P/N 355A 34-1090-00 with S/Ns M 858 through M 873.

Requirement: A metallurgical non-conformity was discovered on a flange of the tail rotor drive shaft forward shaft section of an Ecureuil helicopter. A stress analysis has shown that this non-conformity may significantly reduce the strength of the forward shaft section. With the service life of the forward shaft section possibly being significantly reduced, remove the tail rotor drive shaft forward shaft section and install a new part, per the instructions specified in paragraph 2.B of Eurocopter AS 355 ASB 01.00.51. (EASA AD 2006-0100 refers)

Note 1: This AD does not apply to aircraft delivered after 1 January, 2005.

Note 2: Tail rotor drive shaft forward shaft sections specified in the applicability section of this AD are to be returned to the manufacturer at the latest by 31 December 2005.

Compliance: At 2500 hours TTIS or by 31 December 2006, whichever is the sooner, for aircraft with up to 2400 hours TTIS, unless already accomplished.

Within the next 100 hours TIS or by 31 December 2006, whichever is the sooner, for aircraft with more than 2400 hours TTIS, unless already accomplished.

Effective Date: 1 June 2006

DCA/AS355/67 Cancelled - DCA/AS355/77 refers

Effective Date: 18 May 2007

DCA/AS355/68B Cancelled – DCA/AS355/81 refers

Effective Date: 27 September 2007

DCA/AS355/69 Cancelled – DCA/AS355/96 refers

Effective Date: 29 March 2012

DCA/AS355/70 Sliding Door Rollers and Rails – Inspection

Applicability: Model AS 355 E, F, F1, F2 and N aircraft fitted with sliding doors not modified per MOD 073287 and/or MOD 073290.

Requirement: To prevent loss of the sliding door in flight, due to the possibility of sliding door rollers and rail wear, inspect the diameter of the roller and the dimensions of the front end opening of the middle rail, per the instructions in paragraph 2.B.1 of Eurocopter AS 355 Alert Service Bulletin (ASB) No. 05.00.39, revision 2.

According to the criteria defined in paragraph 2.B.1 of AS 355 ASB No. 05.00.39 accomplish the following actions per paragraph 2.B.2 of AS 355 ASB No. 05.00.39:

- If $C1 > 5$ mm and $C2 > 1.5$ mm: Door opening in flight is permitted.

- If $C1 < 5$ mm and/or $C2 < 1.5$ mm: Door opening in flight is prohibited.

If $C1 < 5$ mm and/or $C2 < 1.5$ mm, then fix a '**Door Opening in Flight is Prohibited**' placard on the instrument panel of the aircraft.

Note 1: Before installing sliding doors held as spares, accomplish the requirements of this AD.

Note 2: Embodiment of MOD 073287 and/or MOD 073290, per Eurocopter AS 355 Service Bulletin No. 52.00.22 is a terminating action to the requirements of this AD. (EASA AD 2006-0249 refers)

Compliance: Before further flight, unless already accomplished, and thereafter at intervals not to exceed 100 hours TIS.

Effective Date: 28 September 2006

DCA/AS355/71 RH Cabin Vibration Damper and Blade Assy – Inspection

Applicability: All model AS 355 E, F, F1, F2 and N aircraft fitted with an automatic flight control system and a right hand cabin vibration damper blade (all P/Ns) with MOD 073325 not embodied.

Requirement: To prevent the failure of the blade of the cabin vibration damper assembly, which could lead to the failed part interfering with the trim actuator rod, resulting in the jamming of the flight controls accomplish the following:

1. Inspect the visible areas of the cabin vibration damper assembly blade for cracks, per paragraph 2.B.1. of Eurocopter AS 355 Alert Service Bulletin (ASB) No. 05.00.46.

Replace cracked blades per paragraph 2.B.1. of AS 355 ASB No. 05.00.46, before further flight.

2. Modify the cabin vibration damper and blade assembly by fitting a containment casing assembly, per the instructions in paragraph 2. of AS 355 ASB No. 53.00.22.

Note 1: After blade replacement, continue inspecting the blades for cracks per requirement 1, at every daily post flight inspection, until accomplishment of requirement 2.

Note 2: Sign logbook for compliance with requirement 1 at time of raising the aircraft technical log.

Note 3: Accomplishment of requirement 2 (MOD 073325) is a terminating action to the requirements of this AD.

Note 4: This AD is applicable to AS 355 aircraft fitted with an automatic flight control system modified per MODs 072262, 071543 and OP1055.

(EASA AD 2006-0273 refers)

Compliance:

1. At every daily post flight inspection.
2. By 30 June 2007.

Effective Date: 28 September 2006

DCA/AS355/72 Starter Generator – Load Limitation

Applicability: Model AS 355 N aircraft fitted with all P/N starter generators, and not embodied with MOD 073344.

Requirement: To prevent excessive power consumption of the starter generator reducing the engine surge margin which could result in engine failure, the starter generator current draw is limited to 100 Amps at altitudes above 3000 meters (10000 feet).

Install a label indicating this load limitation on the instrument panel below the ammeter, per the instructions in paragraph 2.B. of Eurocopter AS 355 Alert Service Bulletin No. 01.00.52.

(EASA AD 2006-0338 refers)

Compliance: Within the next 100 hours TIS or by 30 November 2007, whichever occurs sooner.

Effective Date: 30 November 2006

DCA/AS355/73 Cancelled – DCA/AS355/80 refers

DCA/AS355/74 Main & Tail Rotor Servo Controls – Inspection

- Applicability:** Model AS 355 F, F1, F2 and N aircraft, all S/N
Fitted with Goodrich main or tail rotor servo-controls with the following P/N and S/N with no letter “R” marked in the inspection box of the servo-control identification plate:
P/N SC8042, S/N 1590, 1591, 1592, 1593, 1616 or 1618.
P/N SC8043, S/N 865, 866, 867 or 881.
- Requirement:** To prevent the incorrect installation of the servo-control cap from not mechanically limiting the rotation of the distributor, which could result in loss of aircraft rotor control, accomplish the following:
1. Inspect the aircraft and/or the aircraft log books to verify the P/N and S/N of the main rotor and tail rotor servo-controls in accordance with the instructions in paragraph 1.A of Eurocopter AS 355 Alert Service Bulletin (ASB) No. 67.00.28.
 2. Replace all affected servo-controls per the instructions in paragraph 2.B. of AS 355 ASB No. 67.00.28.
- Note:** Affected servo-controls may not be fitted to any aircraft unless they have been returned to conformity per the instructions in paragraph 2.B. of AS 355 ASB No. 67.00.28.
(EASA AD 2007-0099 refers)
- Compliance:**
1. By 31 July 2007.
 2. At the next removal of the servo-controls or by 31 May 2009, whichever is the later.
- Effective Date:** 31 May 2007

DCA/AS355/75 Engine Automatic Relighting System – Installation

- Applicability:** Model AS 355E, AS 355F, AS 355F1 and AS 355F2 aircraft fitted with Allison 250-C20F engines with air intake debris guards.
- Requirement:** To prevent engine flame out in heavy precipitation at low ambient temperatures, install a manufacturer approved automatic engine relighting system or a continuous ignition system.
- Note 1:** The installation of an automatic engine relighting system per the instructions in Eurocopter AS350 Service Bulletin No. 80.02 revision 2, or later approved revisions, is an acceptable means of compliance to the requirements of this AD.
- Note 2:** Aircraft are prohibited from being operated in heavy precipitation at ambient temperatures below + 5 degrees celsius per the operating limitations in section 2.1 of the AFM, unless fitted with an automatic engine relighting system or a continuous ignition system per the requirements of this AD.
- Note 3:** For aircraft already modified per AMS 350A 07-1823 and AMS 350A 07-1905, embody modifications AMS 350A 07-1910 and AMS 350A 07-1920 in order to prevent inadvertent operation of the automatic engine relighting system.
- Note 4:** Installation of the Aerospatiale relighting kit requires exclusive utilisation of Champion or Auburn Igniters P/N 68 77518, or Champion Igniters P/N 23006266 with service life limits of 1200 hours for each approved igniter.
(DGAC AD 1986-153-031 R4 refers)
- Compliance:** By 30 November 2007, unless already accomplished.
- Effective Date:** 31 May 2007

DCA/AS355/76 Load Compensator Lever – Inspection

Applicability: Model AS 355 N and AS 355 F2 aircraft, all S/N

Requirement: To prevent restricted yaw control travel due to the possibility of the incorrect load compensator lever being fitted to the aircraft which could result in loss of control of the aircraft, accomplish the following:

1. Inspect the aircraft and/or the aircraft log books to verify the P/Ns of both the load compensator lever and the hydraulic actuator assembly fitted to the aircraft, per the instructions in Eurocopter AS 355 Alert Service Bulletin (ASB) No. 67.00.29, revision 1. If the P/Ns cannot be identified, accomplish the instructions in paragraph 2.B.2. of ASB No. 67.00.29 to determine the relevant P/Ns.

2. For aircraft not embodied with MOD 072065:

If compensator lever P/N 355A27-0082-00 is fitted to the aircraft and provided the aircraft has not been operated in this configuration, replace the lever with P/N 355A27- 0072-00, per the instructions in paragraph 2.B.3.a. of ASB No. 67.00.29. If the aircraft has been operated with lever P/N 355A27-0082-00, accomplish all the actions in 2.B.3.b. of ASB No. 67.00.29, before further flight.

Note 1: Aircraft not embodied with mod 072065 are fitted with hydraulic actuator assembly P/N 355A75-1370-01 or 355A75-1370-03.

3. For aircraft embodied with MOD 072065:

If compensator lever P/N 355A27-0072-00 is fitted to the aircraft and provided the aircraft has not been operated in this configuration, replace the lever with P/N 355A27- 0082-00, per the instructions in 2.B.3.a. of ASB No. 67.00.29. If the aircraft has been operated with lever P/N 355A27-0072- 00, accomplish all the actions in 2.B.3.b. of ASB No. 67.00.29, before further flight.

Note 2: Aircraft embodied with mod 072065 are fitted with hydraulic actuator assembly 355A75-1370-02 or 355A75-1370-04.
(EASA AD 2007-0131-E refers)

Note 3: From the effective date of this AD, load compensator lever P/N 355A27-0082-00 shall not be fitted on any AS 355 N or AS 355 F2 aircraft not embodied with MOD 072065, and load compensator lever P/N 355A27-0072-00 shall not be fitted to any AS 355 N and AS 355 F2 aircraft embodied with MOD 072065.

Compliance: 1. Before further flight.
2. & 3. Within the next 10 hours TIS.

Effective Date: 18 May 2007

DCA/AS355/77A Cancelled – DCA/AS355/86 refers

Effective Date: 5 March 2009

DCA/AS355/78 Cabin Floor Cross Member – Inspection

Applicability: Model AS355 E, F, F1, F2 and N aircraft, all S/N delivered before 1 January 2007 and fitted with a collective-to-yaw control coupling with or without an Automatic Flight Control System.

Requirement: To prevent a cracked cabin floor cross member at X2325 possibly resulting in reduced ability to control aircraft yaw, accomplish the following:

1. Inspect the aircraft and establish whether the cross-member at station X 2165 and the doublers at stations X 2325 and Y 269 are installed per Eurocopter AS 355 Alert Service Bulletin (ASB) No. 53.00.23.

If a cross-member and doublers are installed, no further action is required.

If a cross-member and/or doublers are not installed, inspect for cracks per AS 355 ASB No. 53.00.23.

If no cracks are found inspect the tail rotor control rigging per AS 355 ASB No. 53.00.23, before further flight. Tail rotor control rigging only required to be accomplished at the initial visual inspection.

If any cracks are found accomplish a manufacturer approved repair scheme, before further flight.

2. Install a cross-member at station X 2165 and doublers at stations X 2325 and Y 269, in accordance with the instructions in AS 355 ASB No. 53.00.23. (EASA AD 2007-0139-E refers)

- Compliance:**
1. Within the next 10 hours TIS or by 18 June 2007, whichever occurs sooner, and thereafter at intervals not to exceed 50 hours TIS until accomplishment of requirement 2.
 2. By 18 May 2008.

Effective Date: 18 May 2007

DCA/AS355/79 Main & Tail Rotor Servo Controls – Inspection

Applicability: Model AS 355 E, F, F1, F2 and N aircraft, all S/N,
Fitted with Goodrich main rotor servo-controls with the following P/N and S/N with no letter “C” marked in the inspection box of the servo-control identification plate:
P/N SC5083, S/N 270M, 272M, 409M, 423M, 452M or 1573,
P/N SC5083-1, S/N 2902 through to 2921,
P/N SC5084, S/N 30, 84, 104, 186, 438, 575 or 695,
P/N SC5084-1, S/N 1462 through to 1481, or
Fitted with Goodrich tail rotor servo-controls with the following P/N and S/N with no letter “C” marked in the inspection box of the servo-control identification plate:
P/N SC5072, S/N 222M, 306M or 309.

- Requirement:** To prevent the distributor slide valve jamming on its sleeve due to the possibility of excessive play in the servo control input lever bearing which could result in reduced rotor control, accomplish the following:
1. Inspect the aircraft and/or the aircraft log books to verify the P/N and S/N of the main rotor and tail rotor servo-controls in accordance with the instructions in paragraph 1.E.2. of Eurocopter AS 355 Alert Service Bulletin (ASB) No. 01.00.53 revision 1.

If an affected servo-control is fitted to the aircraft, accomplish a flight control system check per section 4 of the AFM to establish that no “hard points” exist in the flight controls.

If any “hard point” is detected in the flight controls, replace the defective servo-control(s) per the instructions in paragraph 2.B. of AS 355 ASB No. 01.00.53, before further flight.
 2. Replace all affected servo-controls per the instructions in paragraph 2.B. of AS 355 ASB No. 01.00.53. (EASA AD 2007-0141-E refers)

Note: Affected servo-controls may not be fitted to any aircraft unless they have been returned to conformity per the instructions in paragraph 2. of AS355 ASB No. 01.00.53.

- Compliance:**
1. Before further flight, and if an affected part is fitted to the aircraft inspect thereafter at every pre-flight inspection, until accomplishment of requirement 2.
 2. Within the next 50 hours TIS or by 24 September 2007, whichever occurs sooner.

Effective Date: 24 May 2007

DCA/AS355/80 Cancelled – EASA AD 2007-0209R1 refers**Effective Date:** 25 September 2015**DCA/AS355/81 Sliding Door Rear Fitting and Support Shaft – Inspection****Applicability:** All model AS 355 E, F, F1, F2 and N aircraft fitted with sliding doors without MOD 073298 and/or MOD 073308 embodied.**Note:** This AD supersedes DCA/AS355/68B with the inclusion of requirement 3 and 4.**Requirement:** To detect cracks in the rear roller support shaft and the rear fitting of the sliding door, accomplish the following:

1. Inspect the sliding door support shaft and rear fitting, per paragraph 2.B in Eurocopter AS 355 Alert Service Bulletin (ASB) No. 05.00.45.

If cracked, replace per paragraph 2.B in AS 355 ASB No. 05.00.23, before further flight.

2. Modify sliding doors, per paragraph 2.B in AS 355 ASB No. 52.00.23.

3. Before installing sliding doors listed in paragraph 1.A.2 of ASB No. 52.00.23 revision 1 embody MOD 073298 and/or MOD 073308 per the instructions in AS 355 ASB No. 52.00.23.

4. Rail roller pins P/N 350A25-1275-20 and cast roller support fittings P/N 350A25-1270-20 and P/N 350A25-1270-22 shall not be fitted to any aircraft.

(EASA AD 2007-0236 refers)

Compliance: 1. At 100 hours TTIS or within 20 hours TIS whichever is the later, unless already accomplished and thereafter at intervals not to exceed 100 hours TIS.

2. By 31 December 2007.

3. & 4. From 27 September 2007.

Effective Date: 27 September 2007**DCA/AS355/82 Collective Lever Recess - Modification****Applicability:** Model AS 355 E, AS 355 F, AS 355 F1 and AS 355 F2 aircraft not embodied with MOD 071995.**Requirement:** To prevent foreign material possibly restricting the collective pitch control travel which could result in loss of aircraft control, accomplish the following:

1. Modify the collective lever per the instructions in paragraph 2.B. of Eurocopter Alert Service Bulletin (ASB) No. 67.00.12 revision 2.

2. Covers P/N 355A27-2373-20 shall not be fitted to any aircraft.

(EASA AD 2007-0289 refers)

Compliance: 1. Within the next 550 hours TIS or by 29 November 2008 whichever occurs sooner.

2. From 29 November 2007.

Effective Date: 29 November 2007

DCA/AS355/83 Rear Bench Seat Cushions – Removal

Applicability: Model AS 355 E, F, F1, F2 and N models fitted with a rear bench seat not embodied with modification 073166 per Eurocopter AS 355 Service Bulletin No. 25.00.66.

Note 1: This AD supersedes DCA/AS355/37 and includes modification 073166 (per AS 355 SB No.25.00.66) as a terminating action to the requirements of this AD.

Requirement: To prevent in-flight loss of rear bench seat cushions and possible impact with the main or tail rotor and subsequent loss of aircraft, revise the Limitations Section of the Aircraft Flight Manual (AFM) to include the following text: “Before any flight with the door(s) removed or the sliding door(s) open, remove the cushions from the rear bench seat, unless the seat is to be occupied.”

Note 2: This requirement may be accomplished by inserting a copy of this AD in the AFM or by incorporating a manufacturer’s flight manual revision that contains the wording per this AD. Operators must ensure that pilots are aware of this flight manual revision.

Note 3: The embodiment of modification 073166 per AS 355 SB No.25.00.66 is a terminating action to the requirements of this AD.
(EASA AD 2008-0044 refers)

Compliance: By 27 April 2008

Effective Date: 27 March 2008

DCA/AS355/84 Cancelled – DCA/AS355/85 refers

Effective Date: 23 February 2009

DCA/AS355/85 Fin Attach Fittings – Inspection

Applicability: Model AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N helicopters, all S/N fitted with the following upper and lower fins without modification 073330 embodied:

Upper fin assembly P/N: 355A14-0522-00XX, 355A14-0522-01XX, 355A14-0522-02XX, 355A14-0522-03XX, 355A14-0522-13XX, 355A14-0522-14XX and 355A14-0522-15XX, and

Lower fin assembly P/N 355A14-0521-00XX, 355A14-0521-01XX, 355A14-0521-02XX and 355A14-0521-03XX.

Note 1: This AD supersedes DCA/AS355/84 which superseded DCA/AS355/64A. This AD retains the requirements of DCA/AS355/84, introduces additional affected fin assemblies in the applicability, and reintroduces the omitted initial requirement and repetitive inspections previously required by DCA/AS355/64A.

Requirement: To prevent failure of the upper and lower fin attachment fittings due to fatigue, which could result in loss of the vertical fin, accomplish the following:

1. For helicopters fitted with upper and lower fins without MOD 073288 embodied:

Replace the upper and lower fin attachment screws and embody modification 073288 per paragraph 2.B.2. in Eurocopter AS 355 ASB No. 55.00.11 revision 2 or later approved revisions.

2. For helicopters fitted with upper and lower fins with MOD 073288 embodied:

Check the tightening torque of the upper fin attachment screws and check the upper fin reinforcement splice for cracks and loosened rivets per paragraph 2.B.3 in AS 355 ASB 55.00.11. If cracks or loose rivets in the reinforcement splice are found, or if the tightening torque of one or both of the attachment screws is less than 80% of the minimum torque value, accomplish the corrective actions per paragraph 2.B.3.a.1, 2.B.3.a.2. or 2.B.3.a.3. as applicable in AS 355 ASB 55.00.11.

3. For helicopters fitted with upper and lower fins without MOD 073330 embodied:

Remove the upper and lower fins and embody modification 073330 per AS 355 ASB No. 55.00.12. revision 1 or later approved revisions.

4. An affected upper or lower fin shall not be fitted to any aircraft unless embodied with modification MOD 073330 per AS 355 ASB No. 55.00.12. (EASA AD 2009-0029 refers)

Note 2: Accomplishment of requirement 3 of this AD is a terminating action for the repetitive inspections of requirement 2.

Note 3: With the embodiment of modification 073330 per requirement 3 of this AD the lower and upper fittings bolts P/N 22126BV060032L and washers P/N 23112AG060LE are replaced with special bolts P/N 350A23-4016-20 and special washers P/N 350A23-4017-22.

Compliance:

1. Within the next 15 hours TIS unless already accomplished.
2. For aircraft with more than 100 hours TIS since the last inspection:

Within the next 15 hours TIS and thereafter at intervals not to exceed 100 hours TIS.

For aircraft with less than 100 hours TIS since the last inspection:

Within 100 hours TIS since the last inspection and thereafter at intervals not to exceed 100 hours TIS.

3. By 15 April 2009 unless previously accomplished.
4. From 23 February 2009.

Effective Date: 23 February 2009

DCA/AS355/86 Tail Rotor Blade Skin – Inspection

Applicability: Model AS 355 E, F, F1, F2, N and NP aircraft, all S/N fitted with tail rotor blades P/N:
 - 355A12-0031-01/ -02/ -03/ -04/ -05/ -06/ -07/ -08/ -09/ -11/ -12/ -13/ -14, and
 - 355A12-0040-00/ -01/ -02/ -03/ -04/ -05/ -07/ -08, and
 - 355A12-0050-00/ -01/ -02/ -03/ -04/ -05.

Note 1: This AD supersedes DCA/AS355/77A with no change to the requirement. This AD introduces model AS 355 NP aircraft in the applicability.

Requirement: To prevent tail rotor blade skin separation causing significant imbalance and possibly resulting in loss of aircraft control, accomplish the following:

1. Visually inspect the blade face in zone A, per the instructions specified in paragraph 2.B.1. of Eurocopter AS 355 Alert Service Bulletin (ASB) No. 05.00.38, revision 3 or later approved revisions. If the tail rotor blade skin is cracked in zone A, comply with the instructions specified in paragraph 2.B.2. of AS 355 ASB No. 05.00.38, before further flight.

Note 2: The visual inspection may be accomplished by the pilot in accordance with CAR Part 43, Appendix A. The pilot must be trained and authorised (Part 43, Subpart B refers) and certification must be provided (Part 43, Subpart C refers).

Note 3: Sign log book for requirement 1 compliance at time of raising tech log.

2. For tail rotor blades P/N 355A12-0050-00/-01/-02/-03/-04/-05 with S/N listed per paragraph 2.B.2.a. of AS 355 ASB No. 05.00.38, embody Repair Sheet (FR) CN 376 or (FR) CN 453.

For tail rotor blades with S/N below 8419, with annotation “repaired as per Work Card 64.10.00.872” or “repaired as per Work Card 64.10.20.712” recorded on the log card, embody Repair Sheet (FR) CN 376 or (FR) CN 453.

3. Affected tail rotor blades shall not be fitted to any aircraft unless the instructions in paragraph 2.B.1 of AS 355 ASB No. 05.00.38 is accomplished.

Note 4: Accomplishing (FR) CN 376 on affected tail rotor blades per AS 355 ASB No. 05.00.38 revision 2 is acceptable to comply with requirements 2 and 3 of this AD. (EASA AD 2009-0039 refers)

Compliance:

1. After the last flight of the day without exceeding 10 flight hours between each check.
2. By 5 April 2009, unless previously accomplished.
3. From 5 March 2009.

Effective Date: 5 March 2009

DCA/AS355/87 Cancelled – EASA AD 2010-0006 refers**Effective Date:** 31 October 2013**DCA/AS355/88A Engine and MGB Cowling Locking – Modification****Applicability:** Model AS355E, AS355F, AS355F1 and AS355F2 helicopters, all S/N.**Note 1:** No action required for those aircraft already in compliance with DCA/AS355/88. This AD revised to introduce Kent Helicopters Ltd. modification KHL/MOD/355/001 per requirement vi). This modification was previously approved by the UK CAA. Aircraft already embodied with this modification are compliant with the requirements of this AD.**Requirement:** To prevent the loss of unsecured engine cowls or MGB cowls in flight due to possible incorrect locking of the cowls which could affect flight safety and safety of persons on the ground, accomplish one of the following five options:

- i) Eurocopter Modification No. 073313 per the instructions in Eurocopter SB No. 53.00.24 – Improvement to engine and MGB cowling locking, or
- ii) Eurocopter UK (McAlpine Helicopters) modification MCH/A/355/597 – Installation of cockpit warning, or
- iii) Aerospace Design Facilities modification ADF 2007-021 (EASA STC 10028585) – Installation of cowling secondary safety latch, or
- iv) Aerospace Design Facilities modification ADF 350/5-101 – Installation of cowling secondary safety latch, or
- v) Aero Engineering Design Ltd modification 31-10-013 – Installation of cockpit warning.
- vi) Kent Helicopters Ltd. modification KHL/MOD/355/001 – Freefall of cowling and secure latching.

Note 2: For requirement i) of this AD the painting of the flags must be in a conspicuous and in a contrasting colour to the colour scheme of the helicopter.**Note 3:** Eurocopter SB No. 53.00.24 revision 0 or later EASA approved revisions are acceptable for compliance with requirements of this AD.**Note 4:** For any questions concerning the technical content of the requirements in the referenced Aero Engineering Design Ltd. Modification 31-10-013 contact AeroEngineering Design Ltd., 9 Argosy Rd. Derby, Derbyshire, D74 2NG, UK.**Note 5:** For any questions concerning the technical content of the requirements in the referenced Eurocopter UK modification MCH/A/355/597 contact Eurocopter UK Limited, Oxford Airport, Kidlington, Oxford, OX5 1QZ, UK. (EASA AD 2010-0023R2 correction refers)**Compliance:** By 25 March 2012 (the compliance date for DCA/AS355/88).**Effective Date:** DCA/AS355/88 - 25 March 2010
DCA/AS355/88A - 29 March 2012**Effective Date:** 25 March 2010

DCA/AS355/89 Cancelled – DCA/AS355/90 refers

Effective Date: 9 March 2011

DCA/AS355/90 Tail Gearbox Control Lever – Inspection

Applicability: Model AS 355 E, F, F1, F2 and N aircraft, all S/N fitted with tail gearbox control levers P/N 350A33-1058-00, 350A33-1058-01, 350A33-1058-02 or 350A33-1058-03 except reinforced control levers P/N 350A33-1524-00 or 350A33-1526-00.

Note 1: This AD retains the requirements in superseded DCA/AS355/89 and introduces a new inspection per Eurocopter ASB 05.00.57 revision 2 dated 28 February 2011. Requirement 3 in this AD introduces an inspection for the opposite rib in affected control levers including those control levers marked with an “X”.

Requirement: To prevent failure of the tail gearbox control lever due to possible induced cracks caused by surface anomalies which could result in reduced aircraft control, accomplish the following:

1. Visual Inspection:

Visually inspect affected control levers per the instructions in paragraph 2.B.1.a of Eurocopter AS355 ASB 05.00.57 revision 1, dated 23 April 2010 or later EASA approved revisions. If any cracks are found contact the manufacturer and replace the affected control levers per the instructions in paragraph 2.B.1.b 2) of Eurocopter AS355 ASB 05.00.57 revision 2, dated 1 March 2011 or later EASA approved revisions.

If no cracks are found accomplish requirement 2 of this AD.

2. No cracks found:

Rework affected control levers per the instructions in paragraph 2.B.3 of AS355 ASB 05.00.57, or replace with a reworked lever (marked with an “X”), or replace with a reinforced control lever P/N 350A33-1524-00 or 350A33-1526-00.

3. New Inspection Requirement:

Visually inspect affected control levers per the instructions in paragraph 2.B.4 of Eurocopter AS355 ASB 05.00.57 revision 2, dated 1 March 2011 or later EASA approved revisions.

If any cracks are found contact the manufacturer and replace the affected control lever per the instructions in paragraph 2.B.1.b 2) of Eurocopter AS355 ASB 05.00.57 revision 2, dated 1 March 2011 or later EASA approved revisions.

4. Rework Requirement:

A tail gearbox control lever with P/N 350A33-1058-00, 350A33-1058-01, 350A33-1058-02 or 350A33-1058-03 shall not be fitted to any aircraft unless it has been reworked (marked with an “X”) per the instructions in of paragraph 2.B.3 of Eurocopter AS355 ASB No. 05.00.57.

Note 2: The repetitive inspections per requirement 1 of this AD may be accomplished by adding the inspection requirements to the tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

Note 3: The installation of a reworked lever (marked with an ‘X’) is a terminating action to the repetitive inspections mandated by requirement 1 of this AD.

Note 4: The installation of a reinforced control lever P/N 350A33-1524-00 or 50A33-1526-00 is a terminating action to the repetitive inspections mandated by requirements 1 and 3 of this AD.

(Corrected EASA AD 2011-0038-E refers)

Compliance: 1. Within the next 10 hours TIS or after the last flight of the day whichever occurs sooner after 30 April 2010 (the effective date of DCA/AS355/89), and thereafter at intervals not to exceed 10 hours TIS or after the last flight of the day, whichever occurs sooner.

2. Within the next 660 hours TIS or 14 months whichever occurs sooner after 30 April 2010 (the effective date of DCA/AS355/89).

3. All AS355 series aircraft except AS355N:

Before 660 hours TSN or overhaul, or within the next 55 hours TIS for affected TGB control levers with 605 or more hours TSN or overhaul, and thereafter at intervals not to exceed 600 hours TIS.

AS355N aircraft:

Before 110 hours TSN or overhaul, or within the next 10 hours TIS for affected TGB control levers with 100 or more hours TSN or overhaul, and thereafter at intervals not to exceed 100 hours TIS.

4. From 30 April 2010 (the effective date of DCA/AS355/89).

Effective Date: 9 March 2011

DCA/AS355/91 EASA AD 2011-0072 Cancelled by EASA on 4 March 2022

Effective Date: 4 March 2022

DCA/AS355/92 Tail Gearbox Casing Assembly – Inspection

Applicability: Model AS 355 E, F, F1, F2, N and NP helicopters, all S/N fitted with TGB casing assembly P/N 350A33-1090-02, S/N MA47577, MA47585, MA47587, MA47588, MA47589, MA47590, MA47591, MA47592, MA47593, MA47597, MA47598, MA47599, MA47600, MA47602, MA47604, MA47606, MA47610, MA47613, MA47615, MA47617, MA47619, MA47620, MA47621, MA47622, MA47623, MA47624, MA47626, MA47628 and MA47631.

Requirement: To prevent loss of tail rotor pitch control due to possible cracks in the TGB control lever attachment yoke which could result in loss of aircraft control, accomplish the following:

1. Review the aircraft records or inspect the aircraft and determine the S/N of the TGB casing assembly P/N 350A33-1090-02. If an affected TGB casing assembly is found fitted, inspect the attachment yoke of the control lever on the TGB casing assembly for cracks per the instructions in paragraph 3 of Eurocopter AS355 ASB 65.00.22 revision 0, dated 18 May 2011 or later approved revisions. If a crack is found in the control lever yoke on the TGB casing assembly, replace the TGB with a serviceable part per the instructions in AS355 ASB 65.00.22.

2. An affected TGB casing shall not be fitted to any aircraft unless the pitch control lever attachment yokes on the TGB casing assembly have been inspected and found serviceable per the requirements of this AD.

(EASA AD 2011-0104 refers)

Compliance: 1. TGB casings with less than 550 hours TSN:

By 30 August 2012 or 660 hours TSN on the TGB casing, whichever occurs sooner.

TGB casings with more than 550 hours TSN:

Within the next 100 hours TIS or by 30 July 2012, whichever occurs sooner.

2. From 30 June 2011.

Effective Date: 30 June 2011

DCA/AS355/93 Cancelled – EASA AD 2011-0164R1

Effective Date: 28 February 2017

DCA/AS355/94 Cancelled – EASA AD 2015-0181 refers

Effective Date: 14 September 2015

DCA/AS355/95 Cancelled – EASA AD 2013-0281 refers

Effective Date: 11 December 2013

DCA/AS355/96 Starter Generator – Inspection

Applicability: Model AS355 N aircraft, all S/N.

Note: This AD retains the requirements in superseded DCA/AS355/69. The AD applicability expanded to include all S/N aircraft, and the inspection intervals and maintenance actions in this AD revised taking the embodiment of Turboméca Modification TU107 (including mod TU106 and the installation of reinforced attachment tabs) into account.

Requirement: To prevent loss of the exhaust pipe ejector in flight due to possible excess starter generator vibration which could result in the failure of the exhaust attachment lugs, accomplish the inspections and corrective actions specified in EASA AD 2012-0022. (EASA AD 2012-0022 refers)

Compliance: At the compliance times specified in EASA AD 2012-0022.

Effective Date: 29 March 2012

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at <https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/links-to-state-of-design-airworthiness-directives/>

If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.

2012-0205 Sliding Door Lower Ball-joint – Modification

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N, if fitted with sliding doors, except aircraft embodied with modification AL 4262.

Effective Date: 15 October 2012

2012-0257-E Tail Rotor Laminated Half-bearings – Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N.

Note: The visual inspection per the requirements in paragraph (1) of EASA AD 2012-0257-E may be accomplished by adding the inspection requirement to the tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot license, if that person is rated on the aircraft, appropriately trained and authorized, and the training/authorization is appropriately documented (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

Effective Date: 7 December 2012

2013-0095-E Main/Tail Rotor Servo-Control Bearings – Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N, AS 355 NP helicopters, all serial numbers, fitted with a single hydraulic main and tail servo-controls manufactured by "SAMM", "TRW", "GOODRICH", or "UTAS".

Effective Date: 18 April 2013

2013-0130 Cancelled – EASA AD 2021-0193 Refers

Effective Date: 3 September 2021

2013-0133-CN Cancelled – Purpose fulfilled

Effective Date: 16 February 2016

2013-0205 Cancelled – EASA AD 2015-0202 refers

Effective Date: 21 October 2015

DGAC AD F-2000-223-059R1 Tail Rotor Pitch Change Rotating Plates – Inspection

Applicability: AS 355 helicopters, versions E, F, F1, F2 and N, fitted with tail rotor pitch change rotating plates all part numbers, on which EUROCOPTER modification (MOD) 07 6554 has not been embodied.

Note 1: This Airworthiness Directive (AD) does not apply to pitch change plate assembly part number 350A33-2030-00 (MOD 076550).

Note 2: EASA AD F-2000-223-059R1 supersedes DCA/AS355/33 to introduce Eurocopter AS 355 ASB 05.00.33R1 dated 11 March 2004 and change the AD applicability / effectivity to exclude those aircraft fitted with pitch change plate assembly P/N 350A33-2030-00 (Mod 076550).

Effective Date: 25 September 2004 (the effective date of DGAC AD F-2000-223-059R1)

2010-0006 Cancelled by EASA on 3 September 2021

Effective Date: 3 September 2021

2013-0281R1 Position Strobe Light – Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N, if modified in production with (optional) modification OP0811 and fitted with a Grimes-Honeywell power supply unit, P/N 60-1431-3, in the baggage compartment as part of that optional modification, except helicopters that have embodied at least one of the modifications as listed in Appendix1 of this AD.

Effective Date: 2013-0281 - 11 December 2013
2013-0281R1 - 13 February 2015

2014-0076R3 Cancelled – EASA AD 2022-0051 refers

Effective Date: 5 April 2022

2014-0132R1 Rotating Star Swashplate – Inspection

Applicability: AS 355 E, F, F1, F2, N and NP helicopters, all serial numbers, if fitted with a swashplate assembly comprising a rotating star with Part Number (P/N) 350A371003-04, P/N 350A371003-05, P/N 350A371003-06, P/N 350A371003-07, or P/N 350A371003-08.

Effective Date: 2014-0132 - 9 June 2014
2014-0132R1 - 9 June 2014

2014-0135-E Cabin Ventilation Air Scoop - Inspection

Applicability: AS 355 E, F, F1, F2, N and NP helicopters, all serial numbers.

Effective Date: 29 May 2014

2015-0094 Cancelled by EASA on 3 September 2021

Effective Date: 3 September 2021

DGAC AD 1991-164-042 Electric Hoist Bonding – Inspection

Applicability: AS 355 series helicopters specified in DGAC AD 1991-164-042 fitted with hoists P/N 76370.010, 76370.011 and 76370.030.

Effective Date: 18 June 2015

2015-0122-E Engine “Chip” Warning Emergency Procedure – AFM Amendment

Applicability: AS355 N and AS355 NP helicopters, all serial numbers, if fitted with Turboméca ARRIUS 1A, 1A1, or 1M engines.

Effective Date: 26 June 2015

2015-0143-E Tail Rotor Blades – Inspection

Applicability: AS355 NP helicopters, all serial numbers, when equipped with a blade having P/N 355A12-0050-10, P/N 355A12-0050-12, P/N 355A12-0051-10, or P/N 355A12-0051-12.

Effective Date: 17 July 2015

2007-0209R1 Main Gearbox Lubrication Pump – Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N helicopters, all serial numbers, equipped with lubrication pumps Part Number (P/N) 355A32-0700-01, P/N 355A32-0700-02 or P/N 355A32-0701-00, installed on the main gearbox (MGB), except those modified in accordance with Airbus Helicopters modification (mod) 077222.

Effective Date: 25 September 2015

2015-0181 Engine Fire Extinguisher System – Modification

Applicability: AS 355 NP helicopters, all serial numbers, if equipped with the ARRIUS 1A1 engine fire extinguishing system through production modification (mod) OP-3931, except those incorporating Airbus Helicopters (AH) mod 07-3990.

Effective Date: 14 September 2015

2015-0195 Tail Rotor Drive Shaft Bearings – Inspection

Applicability: AS 350 B, BA, BB, B1, B2, B3 and D helicopters, and AS 355 E, F, F1, F2, N and NP helicopters, all serial numbers, if equipped with tail rotor (TR) drive shaft bearings as indicated in Table 1 of this AD.

Effective Date: 7 October 2015

2015-0202 Cancelled – EASA AD 2016-0109 refers

Effective Date: 28 June 2016

DCA/AS355/97C Forward Two-place Seat – Operating Limitations

Applicability: All AS355 series helicopters fitted with any forward two-place seat, except those helicopters fitted with an Airbus Helicopters forward two-place seat.

Note: The applicability of DCA/AS355/97C revised to exclude helicopters fitted with an Airbus Helicopters forward two-place seat.

DCA/AS355/97B revised to introduce CAA Limitations Section page, dated 30 June 2016, revised to introduce a note. Requirement 2 of this AD revised to introduce the revised limitations page.

Requirement: To prevent a reduction of flight safety from that provided by the manufacturer, accomplish the following:

1. Determine the longitudinal moment arm of the forward two-place seat using the center of the seat pan cushion as a measurement reference point.
Complete and issue a new form CAA 2173 Weight and Balance Data.
The weight of the seat components must be included in the CG calculations. If a seat adaptor plate is fitted the moment (position and weight) of the plate must also be considered for the CG calculation.
The lateral CG arm of the helicopter must not be assumed to be zero. The lateral CG must be recorded and be within the limits specified in the AFM.
Annotate the CAA2173 to include the value of the longitudinal moment arm of the forward two-place seat used.
2. Remove CAA Limitations Section, (1 page), dated 14 December 2015 and insert 1 page dated 30 June 2016.

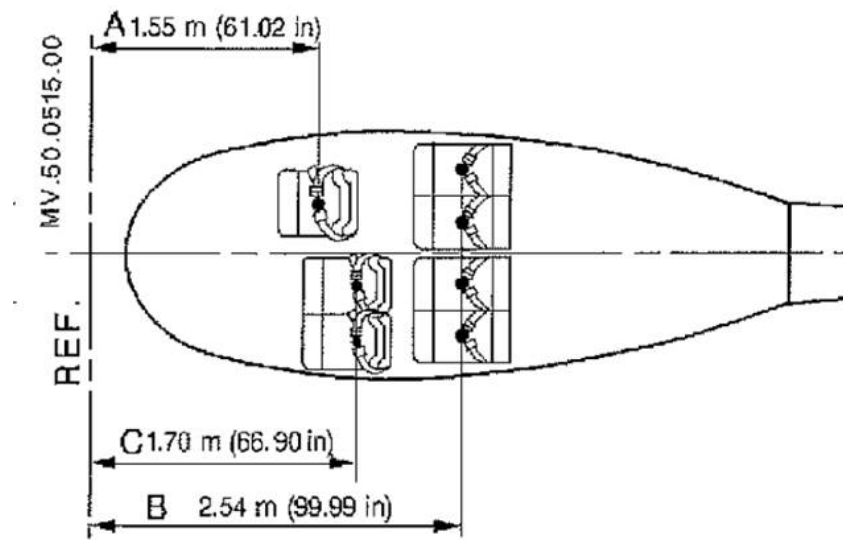


Figure: Airbus Helicopters recommended CG position of forward two-place seat.

- Compliance:**
1. Before further use of the forward two-place seat, unless previously accomplished.
 2. Before further use of the forward two-place seat.

Effective Date:

DCA/AS355/97A	-	14 Decemeber 2015
DCA/AS355/97B	-	30 June 2016
DCA/AS355/97C	-	26 April 2018

CAA Approved
AS355 Limitations
30 June 2016

LIMITATION SECTION *

Purpose:

To prevent a reduction of flight safety from that provided by the manufacturer this supplement details the weight and balance limitations for AS355 series helicopters fitted with a forward two-place seat.

Applicability:

All AS355 series helicopters fitted with any forward two-place seat.

Requirements:

Before every flight with occupant(s) or cargo on the forward two-place seat perform a longitudinal and lateral weight and balance calculation in accordance with the AFM and the associated Airbus Helicopters weight and balance procedure. The helicopter center of gravity (CG) must remain within longitudinal and lateral limitations specified in the AFM throughout all phases of flight.

The combined weight of the two occupants on the forward two-place seat must not exceed 154kg regardless of longitudinal seat position.

The weight of any single occupant seated on the forward two-place seat must not exceed 120kg.

When performing the longitudinal and lateral weight and balance calculation use the center of the seat pan cushion as a measurement reference point for the longitudinal moment arm of the forward two-place seat.

Estimated or standard occupant weights are not acceptable to determine the helicopter CG. Actual occupant weights must be used and recorded for the CG calculation. Where weighing occupants is not practical (i.e. when uplifting passengers in remote locations), the declared passenger weight plus 6kg must be used for weight and balance calculations.

The lateral CG arm of the helicopter must not be assumed to be zero. Lateral CG must be calculated and must remain within the limits prescribed within the AFM.

Note: If the forward two-place seat has only one occupant, then the standard weight for passengers per CAA Rule Part 135.303(b)(2) as determined per CAA Rule Part 135.303(e) may be used for all passengers. The weight of the occupant seated on the forward two-place seat must not exceed 120kg.

* This page is inserted by NZ AD DCA/AS355/97B or 97C.

Page 1 of 1

2016-0021 Main Gearbox Bottom Casing – Inspection

Applicability: AS 355 E, F, F1, F2, N helicopters, all serial numbers, if equipped with main gearbox (MGB) bottom Casing (sump) P/N 350A32-3119-03 or P/N 350A32-3119-05.

Effective Date: 5 February 2016

2016-0022 Main Gearbox Casings – Inspection

Applicability: AS 355 NP helicopters, all serial numbers, if equipped with main gearbox (MGB) main casing Part Number (P/N) 350A32-3121-07, or equipped with MGB bottom casing (sump) P/N 350A32-3119-03 or P/N 350A32-3119-05.

Effective Date: 5 February 2016

2016-0109R1 Fueltron Flowmeter – Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1 and AS 355 F2 helicopters, all serial numbers.

Effective Date: EASA AD 2016-0109 - 28 June 2016
EASA AD 2016-0109R1 - 10 November 2016

2017-0020R1 Tail Rotor Pitch Rod – Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N embodied with modification (mod) 075601 or mod 076602.

Note 1: EASA AD 2017-0020R1 is revised to include requirements for reverting to the original ALS interval for affected pitch rods. Some editorial changes have also been made which does not affect the technical content of the AD.

Note 2: The repetitive inspection requirement per paragraph (1) of EASA AD 2017-0020R1 may be accomplished by adding the inspection to the tech log. The inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot license, if that person is rated on the aircraft, appropriately trained and authorized, and the training/authorization is appropriately documented (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

If any damage is found in one or more layers of the elastomer with a circumference of more than 90 degrees as detailed in the instructions of the applicable ASB, then an engineer must replace the affected tail rotor pitch change rod with a serviceable part, before further flight.

Effective Date: EASA AD 2017-0020-E - 9 February 2017
EASA AD 2017-0020R1 - 30 May 2019

2011-0164R3 Tail Rotor Control Stop Screws – Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N fitted with an AP, and AS 355 N and AS 355 NP helicopters, all S/N without an AP installed, but embodied with mod 071908; except helicopters that have mod 074819 embodied.

Effective Date: EASA AD 2011-0164R1 - 28 February 2017
EASA AD 2011-0164R2 - 28 September 2017
EASA AD 2011-0164R3 - 30 April 2020

2017-0032 Cancelled by EASA on 11 August 2021

Effective Date: 11 August 2021

2017-0089R1 Main Rotor Mast Upper Bearing - Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N.

Note: This AD revised to introduce an amended OEM ASB to clarify affected parts identification.

Effective Date: EASA AD 2017-0089 - 31 May 2017
EASA AD 2017-0089R1 - 30 June 2020

2017-0114 Cancelled - EASA AD 2020-0186 refers

Effective Date: 3 September 2020

2017-0159 Fan Assembly - Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N helicopters, all serial numbers.

Effective Date: 8 September 2017

Transport Canada AD CF-2017-37 Restriction of Directional Control Pedal Movement

Applicability: Litter kits P/N 350-200034 or P/N 350-200194 (LH litter kits), or P/N 350-200144 (RH litter kit). These kits could be found installed on Airbus Helicopter models AS 350 B, AS 350 BA, AS 350 B1, AS 350 B2, AS 350 B3, AS 350 D, AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP as listed in Tables 1 and 2 of TC AD CF-2017-37.

Effective Date: 19 January 2018

DCA/AS355/98A Cargo Swing Modification OAL114.355 – Inspection

Applicability: All AS355 series helicopters embodied with Oceania Aviation Limited (OAL) cargo swing modification OAL114.355.

Note: DCA/AS355/98A introduces a revised AFM Supplement and a revised ICA for cargo swing modification OAL114.355.

Requirement: To prevent failure of the cargo swing due to possible fatigue cracks in the gimbal / universal joint assembly, which could result in loss of the load, accomplish the following:

1. Revise the AFM and insert OAL AFM Supplement MB 25.00.150, revision 2, dated 30 July 2018, or later approved revision, into the helicopter AFM.

Introduce OAL ICA MB 25.00.150 revision 3, dated 19 October 2018, or later approved revision, into the helicopter maintenance programme. Determine that a placard is fitted on the cargo swing frame, per OAL AFM Supplement MB 25.00.150 revision 1, or later approved revision, unless previously accomplished.

2. Dye penetrant inspect the Gimbal / Universal Joint Assembly P/N OAL114-10500 and P/N OAL114-10504, per the instructions in OAL ICA MB 25.00.150 revision 1, 2 or 3, or later approved revision. Replace defective parts before next hook operation.

Compliance:

1. By 25 November 2018.
2. For bucket operations: Before the next hook operation (i.e. both agricultural and firefighting operations), unless previously accomplished.
For non-bucket operations: By 25 November 2018, unless previously accomplished.

Effective Date: DCA/AS355/98 - 28 June 2018
DCA/AS355/98A - 25 October 2018

2018-0152 Canceled – EASA AD 2022-0128 refers**Effective Date:** 28 July 2022**2018-0206 Mast Upper Bearing Sealant Bead/Inner Race Retaining Rings - Inspection****Applicability:** AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N.**Effective Date:** 4 October 2018**2018-0287 Canceled – EASA AD 2019-0060 refers****Effective Date:** 3 April 2019**DCA/AS355/99 HETS STC 11/21E/34 – Removal from Service****Applicability:** All AS355 series helicopters embodied with Aero Design Limited Human External Transport System (HETS) STC 11/21E/34.**Requirement:** To prevent a reduction of the level of occupant safety from that provided by Transport Canada STC SH98-35, due to mismatched instructions for continuing airworthiness, accomplish the following:

1. Remove Aero Design Limited HETS STC 11/21E/34 from service.
2. Remove the Flight Manual Supplement (FMS) associated with HETS STC 11/21E/34 from the helicopter AFM.
3. Remove the Instructions for Continued Airworthiness (ICA) associated with HETS STC 11/21E/34 from the helicopter maintenance programme.

Note 1: The equipment approved under revoked HETS STC 11/21E/34 is the same as Transport Canada STC SH98-35. Under the provisions of CAR 21.503(a) the Director has accepted Transport Canada STC SH98-35. Refer to the list of technical data accepted by the Director on the CAA website.**Note 2:** In accordance with Rule 21, Appendix D(b)(3) the installer of a foreign STC requires the written permission of the STC holder to install their STC and use the FMS/ICA associated with the STC.**Compliance:** By 31 March 2019**Effective Date:** 31 January 2019**Transport Canada CF-2019-01 HETS STC SH98-35****Applicability:** Helicopter External Transport System (HETS™) certified under Transport Canada STC SH98-35, Issue 1 and Issue 2 installed on the following helicopter models:
Airbus Helicopters (formerly Eurocopter France) model AS 355 E, AS 355 F, AS 355 F1 and AS 355 F2.**Note:** HETS™ approved under SH98-35 are only eligible for installation on helicopter models listed above and they are not eligible for any other models not specifically listed above (Example: not eligible for installation on AS 355 N or AS 355 NP).**Effective Date:** 22 January 2019**2019-0060 Tail Rotor Gearbox Actuating Rod – Inspection****Applicability:** AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP series helicopters, all S/N.**Effective Date:** 3 April 2019

2019-0184 Main Rotor Servo Actuators – Inspection**Applicability:** AS355 F, AS355 F1, AS355 F2, AS355 N and AS355 NP series helicopters, all S/N.**Effective Date:** 29 August 2019**2019-0228 Electric Hoist Installation – Inspection****Applicability:** AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N series helicopters, all S/N.**Effective Date:** 26 September 2019**FAA AD 2020-02-23 Emergency Float System STC SR00645LA – Inspection****Applicability:** AS355E, AS355F, AS355F1, AS355F2, AS355N and AS355NP series helicopters embodied with STC SR00645LA.**Effective Date:** 28 February 2020**2020-0064 Emergency Flotation System – Inspection****Applicability:** AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP series helicopters, all S/N.**Effective Date:** 2 April 2020**2020-0175 Cancelled by EASA on 13 September 2021****Effective Date:** 30 September 2021**2020-0186 Cancelled – EASA AD 2021-0099 refers****Effective Date:** 29 April 2021**2020-0217-E Cancelled – EASA AD 2021-0023 refers****Effective Date:** 2 February 2021**2020-0224R1 Tail Rotor Blades – Inspection****Applicability:** AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N series helicopters, all S/N.**Note 1:** Initial tail rotor blade leading edge protection shield inspection: An initial inspection per requirements (1) and (2) of EASA AD 2020-0224 original issue, or revision 1 must be accomplished by an aircraft maintenance engineer.**Note 2:** The visual inspection before every flight, per requirement (1) of EASA AD 2020-0224R1, may be accomplished by adding the inspection requirement to the helicopter tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

If any defects are found in the tail rotor blades during the repetitive visual inspections, then an aircraft maintenance engineer must inspect the tail rotor blades and accomplish the corrective actions per EASA AD 2020-0224R1, before further flight.

Effective Date: EASA AD 2020-0224-E - 20 October 2020
EASA AD 2020-0224R1 - 26 November 2020**2020-0266 N2 Speed Avoidance Limitation – Placard and AFM Amendment****Applicability:** AS 355 E, AS 355 F, AS 355 F1 and AS 355 F2 series helicopters, all S/N fitted with a Rolls-Royce Corporation (formerly Allison) engine model 250-C20F.**Effective Date:** 22 December 2020

2021-0023 Cyclic Stick Grip UP / Down Hoist Control Switch – Modification

Applicability: AS 355 E, AS 355 F, AS 355 F1 and AS 355 F2 helicopters, all S/N, except those helicopters embodied with MOD MC20096.

Effective Date: 2 February 2021

2021-0027R1 Collective Controls – Modification

Applicability: AS 355 NP helicopters, all S/N.

Effective Date: EASA AD 2021-0027 - 3 February 2021
EASA AD 2021-0027R1 – 3 February 2021

2021-0048 Main Rotor Pitch Rod Upper Links – Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N.

Note: The repetitive visual inspections required at intervals not to exceed 10 hours TIS per requirement (2) of EASA AD 2021-0048 may be accomplished by adding the inspection requirement to the helicopter tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

If the markings on one, or both sides of a main rotor pitch rod upper link are found misaligned during the repetitive visual inspections, then an aircraft maintenance engineer must accomplish the corrective actions per requirement (3) of EASA AD 2021-0048 before further flight.

Effective Date: 2 March 2021

2021-0099 Vertical Fin – Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N.

Effective Date: 29 April 2021

2021-0193 Airworthiness Limitations

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N.

Effective Date: 3 September 2021

2021-0265 Cowlings - Inspection

Applicability: AS 355 E, AS 355 F, AS 355 F1 and AS 355 F2 helicopters, all S/N.

Effective Date: 7 December 2021

- 2021-0282 Tail Rotor Head Pitch Change Unit Bearing Spacer - Inspection**
- Applicability:** AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N.
- Note:** The initial inspection and the black paint index marking per requirement (1) of EASA AD 2021-0282 must be accomplished by an aircraft maintenance engineer.
- The 10 hour repetitive inspections per requirement (4) of EASA AD 2021-0282 may be accomplished by adding the inspection requirement to the helicopter tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.
- If during the repetitive inspections the black paint index marking is found misaligned, then an aircraft maintenance engineer must inspect the aircraft and accomplish the corrective actions per EASA AD 2021-0282 before further flight.
- Effective Date:** 31 December 2021
- 2022-0051 (Correction) Rear Structure Junction Frame Reinforcement Angles - Inspection**
- Applicability:** AS 355 E, F, F1, F2 and N helicopters, all S/N fitted with an affected part as defined in EASA AD 2022-0051, except helicopters embodied with Airbus Helicopters (AH) modification (MOD) 073232 in production, or helicopters embodied with AH AS355 Service Bulletin (SB) No. AS355 SB No. 53.00.34 as in service.
- AS 355 NP helicopters, S/N 5747, and 5749 through to 5766 inclusive, except helicopters embodied with AH AS355 SB No. 53.00.34 in service.
- Note:** EASA AD 2022-0051 retains the requirements in superseded EASA AD 2014-0076R3, and requires repetitive inspections for additional helicopters. EASA AD 2022-0051 (Correction) is re-issued to correct typos in the referenced AD numbers in the Reason section of the AD.
- Effective Date:** EASA AD 2022-0051 - 5 April 2022
EASA AD 2022-0051 (Correction) - 30 June 2022
- 2022-0069 Cancelled – EASA AD 2022-0180 refers**
- Effective Date:** 12 September 2022
- 2022-0077-E Flight Control Flexball Cables - Replacement**
- Applicability:** AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N.
- Effective Date:** 2 May 2022
- 2022-0128 Main Gearbox Bracket Bolts - Inspection**
- Applicability:** AS 355 E, AS355 F, AS355 F1, AS355 F2, AS355 N and AS355 NP helicopters, all S/N.
- Effective Date:** 28 July 2022
- 2022-0180 Tail Rotor Drive Fan Assembly - Inspection**
- Applicability:** AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N helicopters, all S/N.
- Effective Date:** 12 September 2022
- 2022-0220 Main Rotor Flight Controls / Shear-button Safety Cap – Inspection**
- Applicability:** AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all S/N fitted with hoist provisions (hoist fixed parts).
- Effective Date:** 24 November 2022

*** 2022-0246 Main Rotor Blades - Inspection**

Applicability: AS 355 E, AS 355 F, AS 355 F1, AS 355 F2 and AS 355 N helicopters, all S/N.

Effective Date: 26 December 2022