



Airworthiness Directive

AD No.: 2008-0049R1

Issued: 18 December 2015

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

AIRBUS HELICOPTERS

Type/Model designation(s):

SA 330 J helicopters

Effective Date: Original issue: 04 March 2008
Revision 1: 21 December 2015

TCDS Number(s): EASA.R.002

Foreign AD: Not applicable

Revision: This AD revises EASA Emergency AD 2008-0049-E dated 03 March 2008, including correction dated 07 March 2008.

ATA 65 – Rotor Drive(s) – Main Gear Box Input Flexible Coupling Attachments – Readjustment / Check

Manufacturer(s):

Sud Aviation

Applicability:

SA 330 J helicopters, all serial numbers, equipped with main gearbox (MGB) input flexible coupling/flanges assemblies modified in accordance with modification (MOD) 0752416 and MOD 0752419, except those that have been subject to maintenance scheduled inspection as per Working Card 65.32.601 since new, or since MGB general overhaul.

Reason:

Failure of flexible coupling disks installed on one of the MGB inputs was reported. The failed MGB input flexible coupling/flange assemblies embodied Eurocopter MOD 0752416 and MOD 0752419. Subsequent investigation determined that the root cause leading to the failure was loss of the tightening torque load, or insufficient tightening, of the bolts which attach the affected disks of the flexible coupling to the sliding and fixed flanges.



This condition, if not detected and corrected, in case of concurrent failure of Right Hand (RH) and Left Hand (LH) MGB inputs, could lead to loss of the drive transmission, possibly resulting in reduced control of the helicopter.

To address this potentially unsafe condition, EASA issued Emergency AD 2008-0049-E to require a one-time readjustment or check, as applicable, of the tightening torque load of the affected flexible coupling-to-flanges attachment bolts.

Since that AD was issued, Airbus Helicopters improved procedures to assemble flexible coupling-to-flanges applied during MGB general overhaul and "D" level workshop maintenance of individual MGB input flexible coupling/flanges assemblies. The improved maintenance procedures ensure correct torquing of the affected attachment bolts.

This AD is revised to introduce that an acceptable method to comply with the requirements of this AD is to install MGB input flexible coupling/flanges assemblies having been subject to improved maintenance procedures.

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

Required as indicated, unless accomplished previously:

- (1) Within the threshold, as defined in Table 1 of this AD, depending on flight hours (FH) accumulated by the MGB input flexible coupling / sliding and fixed flange assemblies since new, or since MGB general overhaul, as applicable, readjust or check, as applicable, the tightening torque load applied on the flexible coupling-to-flanges attachment bolts, and, depending on findings, accomplish the applicable corrective action(s) in accordance with the instructions of Eurocopter SA330 Alert Service Bulletin (ASB) ASB 05.95 original issue, or Airbus Helicopters SA330 ASB 05.95 Revision 1.

Table 1 Attachment Bolts Check / Readjustment

FH Accumulated (since new, or since MGB general overhaul)	Action / Compliance Time (since new, or since MGB general overhaul)
Less than 50 FH	Readjust before exceeding 75 FH, but not before accumulating 50 FH
Equal to or more than 50 FH but less than 75 FH	Readjust before exceeding 75 FH, or Check before exceeding 125 FH
Equal to or more than 75 FH	Check within 50 FH

- (2) Deleted [merged with paragraph (1) and Table 1 of this AD]
- (3) Deleted [merged with paragraph (1) and Table 1 of this AD]
- (4) From 04 March 2008 [the effective date of EASA AD 2008-0049] installation on a helicopter of a post-MOD 0752416 and MOD 0752419 MGB input flexible coupling/flanges assembly or a MGB equipped with post-MOD 0752416 and MOD 0752419 MGB input flexible



coupling/flanges assemblies is allowed, provided, before installation, the torquing check or readjustment, as applicable, is accomplished in accordance with the instructions of Eurocopter SA330 Alert Service Bulletin (ASB) ASB 05.95 original issue, or Airbus Helicopters SA330 ASB 05.95 Revision 1.

- (5) Installation on a helicopter of MGB input flexible coupling/flanges assemblies as defined in paragraph (5.1) or (5.2) of this AD is an acceptable method to comply with the requirements of paragraph (4) of this AD for that helicopter.

(5.1) Assemblies installed on MGB released to service after general overhaul after 01 April 2015 and never replaced since that MGB overhaul.

(5.2) Assemblies released to service after "D" level workshop maintenance after 01 April 2015.

Ref. Publications:

Eurocopter SA330 ASB 05.95 original issue, dated 03 March 2008, or Airbus Helicopters SA330 ASB 05.95 Revision 1 dated 22 October 2015.

The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters (ESBESB) - Aéroport de Marseille, Provence - 13725 Marignane Cedex - France
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