



Emergency Airworthiness Directive

AD No.: 2016-0131-E

Issued: 05 July 2016

Note: This Emergency 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 341 G and SA 342 J helicopters

Effective Date: 07 July 2016

TCDS Number(s): EASA.R.125

Foreign AD: Not Applicable

Supersedure: This AD supersedes EASA AD 2016-0073-E dated 13 April 2016.

ATA 32 – Landing Gear – Rear Cross-Tube – Inspection / Replacement

Manufacturer(s):

Sud Aviation, Aérospatiale

Applicability:

SA 341 G and SA 342 J helicopters, all manufacturer serial numbers.

Reason:

Two cases were reported of failure of a landing gear rear cross-tube on SA 341 and SA 342 type helicopters during maintenance and towing operations. These failures caused the helicopters to drop or tip over. Analysis revealed that an excessive hardness of the cross-tube material, combined with inter-granular corrosion initiation, may affect the structural integrity of the rear cross-tube.

This condition, if not detected and corrected, could lead to failure of a cross-tube, leading to dropping or tipping over of the helicopter, possibly resulting in injury to occupants or persons on the ground.

To address this potential unsafe condition, Airbus Helicopters (AH) issued Alert Service Bulletin (ASB) n°SA341/342-32.08 providing instructions for inspecting the hardness of the landing gear rear cross-tube and replacing non-conforming rear cross-tubes.



Consequently, EASA issued Emergency AD 2016-0073-E to require identification of the affected landing gear rear cross-tubes, Part Number (P/N) 341A415201.00 or P/N 341A415201.01, implementation of a temporary limitation (prohibition of autorotation training flights) on affected helicopters, a one-time inspection of the hardness of each affected landing gear rear cross-tube and replacement of rear cross-tubes that fail the hardness criteria.

After that AD was issued, AH discovered that other cross-tubes P/N could potentially be concerned by the same unsafe condition. Consequently, AH has revised ASB n°SA341/342-32.08 accordingly.

For the reasons described above, this AD retains the requirements of EASA AD 2016-0073-E, which is superseded, and expands the requirements to include cross-tubes P/N 341A415201.02.

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

Required as indicated, unless accomplished previously:

Note 1: The landing gear rear cross-tubes affected by this AD are identified by P/N 341A415201.00 or P/N 341A415201.01 or P/N 341A415201.02.

- (1) Within 5 flight hours after the effective date of this AD, determine the P/N of the landing gear rear cross-tube installed on the helicopter. A maintenance records check is acceptable to make this determination, provided those records can be relied upon for that purpose.
- (2) If, during the identification as required by paragraph (1) of this AD, it is determined that an affected P/N rear cross-tube (see Note 1 of this AD) is installed on the helicopter, before next flight, install a limitation placard on the instrument panel, in full view of the pilots, as shown in Table 1 of this AD, in accordance with the instructions of AH ASB n° SA341/342-32.08, amend the applicable Rotorcraft Flight Manual (RFM) to incorporate the same limitation, inform all flight crews and, thereafter, operate the helicopter accordingly.

Table 1 – Limitation Placard

AUTOROTATION TRAINING FLIGHTS ARE PROHIBITED

Inserting a copy of this AD into the applicable RFM is an acceptable method to comply with the RFM change required by paragraph (2) of this AD.

- (3) Within the compliance time as specified in Table 2 of this AD, as applicable, inspect the hardness of each affected landing gear rear cross-tube (see Note 1 of this AD) in accordance with the instructions of AH ASB n° SA341/342-32.08 original issue or Revision 1.

Table 2 - Landing Gear Rear Cross-Tube Inspection

Affected P/N	Compliance Time
341A415201.00 or 341A415201.01	Within 6 months after 15 April 2016 [the effective date of EASA AD 2016-0073-E]
341A415201.02	Within 6 months after the effective date of this AD



- (4) If, during the inspection as required by paragraphs (3) of this AD, the hardness of the affected landing gear rear cross-tube on a helicopter is found to not meet the criteria defined in AH ASB n° SA341/342-32.08, before next flight, replace the affected rear cross-tube with a serviceable part in accordance with the instructions of AH ASB n° SA341/342-32.08 and remove the limitation placard and RFM change, installed as required by paragraph (2) of this AD, from that helicopter.
- (5) If, during the inspection as required by paragraph (3) of this AD, the hardness of the landing gear rear cross-tube on a helicopter meets the criteria defined in AH ASB n° SA341/342-32.08, before next flight, apply the anti-corrosion protection on the rear cross-tube, identify the rear cross-tube in accordance with the instructions of AH ASB n° SA341/342-32.08, and remove the limitation placard and RFM change, installed as required by paragraph (2) of this AD, from that helicopter.
- (6) From the effective date of this AD, installation on a helicopter of an affected landing gear rear cross-tube (see Note 1 of this AD) is allowed, provided that, before installation, it has passed an inspection in accordance with the instructions of AH ASB n° SA341/342-32.08 Revision 1.

Ref. Publications:

Airbus Helicopters ASB n° SA341/342-32.08 original issue dated 24 March 2016, or Revision 1 dated 16 June 2016.

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. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.
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:
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