



Airworthiness Directive

AD No.: 2017-0133

Issued: 27 July 2017

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):

AS 332 L2 and EC 225 LP helicopters

Effective Date: 03 August 2017

TCDS Number(s): EASA.R.002

Foreign AD: Not applicable

Supersedure: None

ATA 05 – Time Limits / Maintenance Checks – Main Gearbox Suspension Bars – Re-calculation / Replacement

Manufacturer(s):

Airbus Helicopters (formerly Eurocopter, Eurocopter France, Aerospatiale)

Applicability:

AS 332 L2 and EC 225 LP helicopters, all manufacturer serial numbers.

Reason:

The review of the data reported after accomplishing AD 2016-0089-E applicable to EC 225 LP helicopters, revealed installation findings for the Main Gearbox (MGB) upper deck fittings of the three MGB suspension bars, to include repetitive tightening torque loss on the attachment pins of the fittings. Due to design similarity, AS 332 L2 helicopters could also be affected by same installation findings.

Investigation identified that the current service life limits (SLL) for the affected pins and/or fittings, which are published in the applicable Airworthiness Limitations Section (ALS) remain valid, provided that an add-on penalty factor is applied to the life accumulated by affected parts in service.

This condition, if not corrected, could lead to structural failure of the MGB suspension bar attachment pins and/or fitting.



To address this potentially unsafe condition, Airbus Helicopters (AH) issued AS332 Emergency Alert Service Bulletin (ASB) 01.00.86 and EC225 Emergency ASB 04A013 to provide life re-calculation methods and replacement instructions.

For the reasons described above, this AD requires implementation of add-on penalty factor to the flight hours (FH) accumulated by the affected parts and, before exceeding the applicable SLL, replacement.

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

Required as indicated, unless accomplished previously:

Note 1: For the purpose of this AD, a front or rear attachment fitting of an MGB suspension bar is an 'affected fitting' and a front or rear attachment fitting pin is an 'affected pin.'

Note 2: AH AS332 Emergency ASB 01.00.86 and EC225 Emergency ASB 04A013 are hereafter collectively referred to as 'the applicable ASB' in this AD.

Service Life Re-calculation:

- (1) Within 30 FH after the effective date of this AD and, thereafter, after each flight, re-calculate the life accumulated by each affected pin (for AS 332 L2 and EC 225 LP) and fitting (for AS 332 L2 only) by applying the add-on factor, as applicable, in accordance with instructions of the applicable ASB.

Corrective Action(s):

- (2) All helicopters: Before the re-calculated life of the affected pin, determined as required by paragraph (1) of this AD, exceeds the applicable SLL as defined in the AS332 L2 or EC 225 LP ALS, as applicable, replace the affected part with a serviceable part in accordance with the instructions of the applicable ASB.
- (3) AS 332 L2 helicopters: Before the re-calculated life of the affected fitting, determined as required by paragraph (1) of this AD, exceeds the applicable SLL as defined in the AS332 L2 ALS, replace the affected fitting with a serviceable part in accordance with the instructions of the applicable ASB.
- (4) As an alternative to the replacement as required by paragraph (3) of this AD, inspect the affected fitting in accordance with the instructions of the applicable ASB.
- (5) If, during the inspection as specified by paragraph (4) of this AD, no crack is detected, within 150 FH after that inspection, replace the affected fitting with a serviceable part in accordance with the instructions of the applicable ASB. Pending replacement after the inspection, no further accumulated life recalculations (see paragraph (1) of this AD) are required.
- (6) If, during the inspection as specified in paragraph (4) of this AD, any crack is detected, before next flight, replace the affected fitting with a serviceable part in accordance with the instructions of the applicable ASB.



Terminating Action:

(7) None.

Ref. Publications:

AH AS332 Emergency ASB 01.00.86 original issue dated 27 July 2017.

AH EC225 Emergency ASB 04A013 original issue dated 27 July 2017.

AH AS332 L2 ALS Revision 004 dated 18 July 2016.

AH EC 225 LP ALS Revision 008 dated 13 February 2017.

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

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. 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 (Technical Support), Aéroport de Marseille Provence 13725 Marignane Cedex, France, Telephone +33 4 42 85 97 97, Fax +33 4 42 85 99 66, Web portal: <https://keycopter.airbushelicopters.com> > Technical Requests Management.

