



Airworthiness Directive

AD No.: 2018-0042

Issued: 14 February 2018

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 and SA 330 helicopters

Effective Date: 21 February 2018

TCDS Number(s): EASA.R.002

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA Emergency AD 2017-0232-E dated 21 November 2017.

ATA 64 – Tail Rotor Hub Assembly – Inspection

Manufacturer(s):

Airbus Helicopters (formerly Eurocopter, Eurocopter France, Aerospatiale, Sud Aviation)

Applicability:

AS 332 C, AS 332 C1, AS 332 L, AS 332 L1 and SA 330 J helicopters, all manufacturer serial numbers.

Definitions:

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

The ASB: Airbus Helicopters (AH) Emergency Alert Service Bulletin (ASB) AS332 64.00.43 or Emergency ASB SA 330 65.132, as applicable to helicopter model.

Groups: Group 1 are AS 332 C, AS 332 C1, AS 332 L and AS 332 L1 helicopters. Group 2 are SA 330 J helicopters.

Reason:

Damage of flapping hinge link on one of the five tail rotor blades of the tail rotor was reported. Investigation is ongoing to determine the root cause of the damage.



This condition, if not detected and corrected, could lead to failure of flapping hinge link and unbalance of the tail rotor with possible detachment of tail rotor gearbox and tail rotor hub (TRH), resulting in loss of control of the helicopter.

To address this potentially unsafe condition and pending further information from the technical investigation, AH issued Emergency ASB AS332 64.00.43 to provide inspection instructions, and EASA issued AD 2017-0232-E to require, for AS 332 helicopters, a one-time inspection of flapping hinges of the tail rotor blades and, depending on findings, corrective action(s). That AD also required reporting of the detected findings and sending any cracked components to AH to support the investigation.

Since that AD was issued, it was determined that, due to design similarities, the one-time inspection must also be accomplished on SA 330 J helicopters, and AH issued Emergency ASB SA 330 65.132 accordingly to provide applicable instructions.

For the reason described above, this AD retains the requirements of EASA AD 2017-0232-E, which is superseded, and expands the applicability to SA 330 J helicopters.

This AD is considered to be an interim action and further AD action may follow.

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

Required as indicated, unless accomplished previously.

Inspection:

- (1) For Group 1 helicopters: Within 25 flight hours (FH), or during the next scheduled 50 FH inspection of the TRH, whichever occurs later after 22 November 2017 [the effective date of EASA AD 2017-0232-E], inspect the flapping hinge of each tail rotor blade in accordance with the instructions of the ASB.
- (2) For Group 2 helicopters: Within 50 FH after the effective date of this AD, inspect the flapping hinge of each tail rotor blade in accordance with the instructions of the ASB.

Corrective Action:

- (3) If, during the inspection as required by paragraph (1) or (2) of this AD, as applicable, any discrepancy is detected as defined in the ASB, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the ASB.

Reporting:

- (4) Within the compliance time as identified in Table 1 of this AD, depending on inspection results, report findings to AH using the reporting form and return to AH all the affected cracked components in accordance with the instructions of the ASB.



Table 1 – Reporting

Inspection results	Compliance Time (days after inspection as required by paragraph (1) or (2) of this AD, as applicable)
Cracks found	7 days
No cracks	15 days

Ref. Publications:

AH Emergency ASB AS332 64.00.43 original issue dated 21 November 2017, or Revision 01 dated 12 February 2018.

AH Emergency ASB SA330 65.132 original issue dated 12 February 2018.

The use of later approved revisions of the above-mentioned 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 (EBSESB) – Aéroport de Marseille Provence, 13725 Marignane Cedex, France; Telephone +33 (4) 42 85 97 97; Fax +33 (4) 42 85 99 66; E-mail: Directive.technical-support@airbus.com.

