

Airworthiness Directive

AD No.: 2020-0199

Issued: 21 September 2020

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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 (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

HELICOPTERES GUIMBAL

Type/Model designation(s):

CABRI G2 helicopters

Effective Date: 05 October 2020

TCDS Number(s): EASA.R.145

Foreign AD: Not applicable

Supersedure: None

ATA 67 – Rotors Flight Control – Main Rotor Scissors Fittings – Inspection
Manufacturer(s):

Hélicoptères Guimbal (HG)

Applicability:

Cabri G2 helicopters, all manufacturer serial numbers (s/n).

Definitions:

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

Affected part: Rotating and non-rotating scissors fittings, having Part Number G12-10-200, for installation on main rotor hub (MRH) and on Swashplate Guide, respectively.

Serviceable part: An MRH or Swashplate Guide that is new (not previously installed); or an MRH or Swashplate Guide on which, prior to installation, the affected parts have passed an inspection (no defects found) in accordance with the instructions of the initial SB.

The initial SB: HG Service Bulletin (SB) 20-012, Revision A.

The repeat SB: HG SB 20-011, Revision B.

Reason:

An occurrence was reported where, during maintenance, a crack was found on a rotating scissors fitting. The suspected root cause for the cracking is corrosion under residual stress.

This condition, if not detected and corrected, could lead to affected part failure, possibly resulting in loss of control of the helicopter.

To address this potential unsafe condition, HG issued the initial SB to provide instructions for an initial detailed inspection (DET); and the repeat SB to provide instructions for repetitive visual inspections of the affected parts.

For the reason described above, this AD requires an initial DET and repetitive inspections of the affected parts and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within 30 flight hours (FH) or 30 days, whichever occurs first after the effective date of this AD, accomplish a DET of the affected parts in accordance with the instructions of the initial SB.
- (2) Within 50 FH or 6 months, whichever occurs first after the DET as required by paragraph (1) of this AD, and, thereafter, at intervals not to exceed 50 FH or 6 months, whichever occurs first, visually inspect the affected parts in accordance with the instructions of the repeat SB.

Corrective Action(s):

- (3) If, during any inspection as required by paragraph (1) or (2) of this AD, as applicable, a crack is detected in an affected part, before next flight, replace the affected MRH or Swashplate Guide with a serviceable part, as defined in this AD. This can be accomplished by using standard HG maintenance instructions.

Reporting:

- (4) Within 30 days after each inspection as required by paragraph (1) or (2) of this AD, as applicable, if discrepancies were detected, report the inspection results to HG.

Terminating Action:

- (5) None.

Parts Installation:

- (6) From the effective date of this AD, it is allowed to install on any helicopter an MRH or Swashplate Guide, provided it is a serviceable part, as defined in this AD.

Ref. Publications:

HG SB 20-011 Revision B dated 01 September 2020.

HG SB 20-012 Revision A (original issue) dated 01 September 2020.



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 Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any question concerning the technical content of the requirements in this AD, please contact: Hélicoptères Guimbal – Support, Aéroport d'Aix-en-Provence, 1070 rue Lieutenant Parayre, 13290 Les Milles, France, Telephone: +33 (0) 4 42 39 10 88, Fax: +33 (0) 4 42 39 10 82, E-mail: support@guimbal.com.

