



Airworthiness Directive

AD No.: 2021-0152R1

Issued: 20 July 2021

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:

AIRBUS HELICOPTERS

Type/Model designation(s):

SA 330 J helicopters

Effective Date: Revision 1: 27 July 2021

Original issue: 09 July 2021

TCDS Number(s): EASA.R.002

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2021-0152 dated 25 June 2021.

ATA 53 – Fuselage – Main Gearbox Suspension Bar Fittings and Screws – Replacement [Life Limitation]

Manufacturer(s):

Eurocopter, Eurocopter France, Aérospatiale, Sud Aviation

Applicability:

SA 330 J helicopters, all serial numbers, which were modified in service in accordance with instructions of Eurocopter France Service Bulletin (SB) No. 01.20 (part of which is the in-service retrofit modification (mod) 07 40043), except those on which each affected part (as defined in this AD) was replaced with a new part (not previously installed) during embodiment of Eurocopter France SB No. 01.20 in service.

Definitions:

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

Affected part: Main gearbox (MGB) right-hand (RH) rear fittings Part Number (P/N) 330A222702.01, P/N 330A222702.03, P/N 330A222702.05 and P/N 330A222702.07; and MGB RH rear fitting screws P/N 330A220135.20.

The ASB: Airbus Helicopters (AH) Alert Service Bulletin (ASB) SA330-01.105.



Reason:

Review of EC 225 LP helicopter in-service data revealed potential tightening torque loss of the attachment screws of the upper deck fittings of the three MGB suspension bars. Due to design similarities, the MGB RH rear fittings and screws on SA 330 J helicopters could also be affected. Additional analysis confirmed that the Service Life Limit (SLL) for the affected part installed on helicopters previously operated with metallic main rotor blades (pre-mod 07 40043) need to be reduced. Mod 07 40043 introduced installation of composite main rotor blades.

This condition, if not corrected, could lead to structural failure of the affected parts, possibly resulting in detachment of MGB suspension bars and consequent loss of control of the helicopter.

To address this potentially unsafe condition, AH issued the ASB providing instructions to determine the SLL for the affected part and EASA issued AD 2021-0152 to determine the damage value reflecting the previous operation of the helicopter with metallic main rotor blades installed and the reduced SLL of the affected part and, depending on the result, replacement.

Since that AD was issued it was recognised that helicopters which embodied in production mod 07 40043, concurrently with installation of new MGB RH rear fittings and screws, are not affected by the potentially unsafe condition addressed by the original issue of this AD.

This AD is revised to adjust the Applicability accordingly.

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

Required as indicated, unless accomplished previously:

Determination:

- (1) Within 50 flight hours (FH) after 09 July 2021 [the effective date of this AD at original issue], determine the damage value (as defined in the ASB) and the SLL of each affected part in accordance with the instructions of the ASB.

Replacement:

- (2) If, during the determination as required by paragraph (1) of this AD, a damage value of 1 or higher is established or the service life of the helicopter accumulated since new exceeds the SLL determined as required by paragraph (1) of this AD, within 100 FH after the determination as required by paragraph (1) of this AD, replace that affected part with a new part in accordance with the instructions of the ASB.
- (3) Unless accomplished as required by paragraph (2) of this AD, before exceeding the SLL, determined as required by paragraph (1) of this AD, replace each affected part with a new part in accordance with the instructions of the ASB.

Parts Installation:

- (4) From 09 July 2021 [the effective date of this AD at original issue], it is allowed to install (see Note 1 of this AD) on any helicopter an affected part, provided it is a new part.

Note 1: Removal and re-installation on the same helicopter of an affected part in the same position during the same maintenance visit, is not 'install' as specified in paragraph (4) of this AD.



Ref. Publications:

AH ASB SA330-01.105 original issue dated 23 June 2021.

Eurocopter France SB No. 01.20 original issue dated July 1976, or Revision 1 dated December 1977, or Revision 2 dated 07 October 1996.

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. 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 AD 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: Airbus Helicopters – Aéroport de Marseille Provence, 13725 Marignane Cedex, France
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