



## Airworthiness Directive

**AD No.:** 2018-0282

**Issued:** 19 December 2018

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):

AS 332 helicopters

**Effective Date:** 02 January 2019

**TCDS Number(s):** EASA.R.002

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 53 – Fuselage – Main Gearbox Suspension Bar Rear Attachment Fitting Screws – Inspection

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### Manufacturer(s):

Airbus Helicopters (AH), formerly Eurocopter, Eurocopter France, Aerospatiale

### Applicability:

AS 332 C, AS 332 C1, AS 332 L and AS 332 L1 helicopters, all manufacturer serial numbers, delivered to the first owner/customer before 01 September 2018.

### Definitions:

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

**Affected part:** Attachment screws (Part Number (P/N) 330A22013520) fastening the main gearbox (MGB) right hand (RH) side rear attachment fitting (P/N 330A22270207) and left hand (LH) side rear attachment fitting (P/N 330A22270206) of the MGB suspension bars.

**The ASB:** AH Alert Service Bulletin (ASB) AS332-53.02.04.

### Reason:

Occurrences were reported of finding an elongated affected part and loss of tightening torque of the nut installed on that part. An investigation is on-going to determine the root cause of this event.



As preliminary protective measures, AH published a Safety Information Notice (SIN) ref. 3261-S-53 to remind operators about applicable degreasing and tightening torque procedures available in the maintenance manual and introduced a systematic check of affected parts on the production line from 01 September 2018.

This condition, if not detected and corrected, could lead to structural failure of the MGB rear attachment fittings (RH or LH side), possibly resulting in detachment of MGB suspension bars.

To address this unsafe condition, AH issued the ASB to provide inspection instructions and applicable corrective actions.

For the reasons described above, this AD requires a one-time inspection of the affected parts and, depending on findings, accomplishment of applicable corrective action(s). This AD also requires reporting of findings to AH.

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

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

Required as indicated, unless accomplished previously:

#### **Inspection(s):**

- (1) Within 110 flight hours after the effective date of this AD, inspect each affected part by identifying the number of threads “F” that extend beyond the nut in accordance with the instructions of paragraph 3.B.2 of the ASB.

#### **Corrective Action(s):**

- (2) If, during the inspection as required by paragraph (1) of this AD, 2 or less threads are detected on each affected part; or 3 or more threads are detected on any affected part with a thread height less than 5 mm, before next flight, apply a sealing compound on the nuts, convex and concave washers on each affected part in accordance with the instructions of paragraph 3.B.2 of the ASB.
- (3) If, during the inspection as required by paragraph (1) of this AD, 3 or more threads are detected on any affected part with a thread height 5 mm or more, before next flight, measure the tightening torque of the nut installed on the affected part, remove the nut, inspect the convex and concave washers, measure the length “L” of the affected part and, depending on findings, accomplish the applicable corrective action(s) in accordance with the instructions of paragraph 3.B.2 of the ASB.

#### **Reporting:**

- (4) Within 30 days after measuring the tightening torque of the nut installed on the affected part, as required by paragraph (3) of this AD, report the measured torque to AH. Using Appendix 4.A. of the ASB is an acceptable method to comply with this reporting requirement.

#### **Ref. Publications:**

AH ASB AS332-53.02.04 original issue dated 21 November 2018.



The use of later approved revisions of the above-mentioned 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. This AD was posted on 03 December 2018 as PAD 18-164 for consultation until 17 December 2018. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](#).
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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