



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 18-164

Issued: 03 December 2018

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

AIRBUS HELICOPTERS

Type/Model designation(s):

AS 332 helicopters

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.R.002

Foreign AD: Not applicable

Supersedure: None

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

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.

Serviceable part: Attachment screws (P/N 330A22013520), fastening the MGB RH side rear attachment fitting (P/N 330A22270207) and LH side rear attachment fitting (P/N 330A22270206) of the MGB suspension bars, which are new (never installed).



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 the 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 the 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. This Proposed AD will be closed for consultation on 17 December 2018.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).
4. For any question concerning the technical content of the requirements in this PAD, please contact: Airbus Helicopters – Aéroport de Marseille Provence, 13725 Marignane Cedex, France
Telephone: +33 (4) 42 85 97 97, Fax: +33 (4) 42 85 99 66,
E-mail: support.technical-dyncomp.ah@airbus.com,
Web portal: <https://keycopter.airbushelicopters.com> > Technical Requests Management.

