



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 19-001

Issued: 04 January 2019

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:

HELICOPTERES GUIMBAL

Type/Model designation(s):

CABRI G2 helicopters

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

TCDS Number(s): EASA.R.145

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2016-0032 dated 24 February 2016.

ATA 05 – Time Limits / Maintenance Checks – Airworthiness Limitations Section – Amendment

Manufacturer(s):

Hélicoptères Guimbal (HG)

Applicability:

Cabri G2 helicopters, all manufacturer serial numbers.

Definitions:

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

The ALS: Hélicoptères Guimbal Cabri G2 Maintenance manual (MM) n° J70-002 issue 06 dated 6 December 2018, Section C, Airworthiness Limitations.

The AMP: The approved Aircraft Maintenance Programme (AMP) on the basis of which the operator or the owner ensures the continuing airworthiness of each operated helicopter. For helicopters registered in Europe, complying with the approved AMP is required by Commission Regulation (EU) [1321/2014](#), Part M.A.301, paragraph 3.



New and/or more restrictive tasks: This includes all tasks that are new and all tasks for which a threshold or interval was reduced, which were introduced into the ALS (as defined in this AD) since the previous ALS revision that is currently incorporated in the AMP.

Reason:

The airworthiness limitations for the Cabri G2 helicopters, which are approved by EASA, are currently defined and published in the ALS. Compliance with these actions has been identified as mandatory for continued airworthiness.

Failure to implement these limitations or accomplish these tasks could result in an unsafe condition.

Previously, EASA issued AD 2016-0032 to require accomplishment of all maintenance tasks as described in HG MM n° J70-002, Section C, Airworthiness Limitations at issue 05.1.

Since that AD was issued, HG published the ALS, as defined in this AD, including new and/or more restrictive tasks.

For the reasons described above, this AD retains the requirements of EASA AD 2016-0032, which is superseded, and requires accomplishment of the actions specified in the ALS.

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

Required as indicated, unless accomplished previously:

Maintenance Tasks:

- (1) From the effective date of this AD, accomplish the following actions, as specified in the ALS:
 - (1.1) Replace each component before exceeding the applicable life limit, and
 - (1.2) Within the thresholds and intervals (see Note 1 of this AD), accomplish all applicable maintenance tasks.

Note 1: For the purpose of this AD, the thresholds and intervals as defined in the ALS include specific compliance times for certain tasks.

Corrective Actions(s):

- (2) In case of finding discrepancies (as defined in the ALS) during accomplishment of any task as required by paragraph (1) of this AD, within the compliance time specified in the ALS, accomplish the applicable corrective actions in accordance with the applicable HG maintenance documentation. If no compliance time is identified in the ALS, accomplish the applicable corrective actions before next flight. If a detected discrepancy is not identified in the ALS, before next flight, contact HG for approved instructions and accomplish those instructions accordingly.

AMP Revision:

- (3) Within 12 months after the effective date of this AD, revise the approved AMP by incorporating the limitations, tasks and associated thresholds and intervals described in the ALS.



Credit:

- (4) If, before the effective date of this AD, the AMP has been revised to incorporate the maintenance tasks and life limitations as specified in a previous issue of the ALS, that action ensures the continued accomplishment of those tasks and limitations.

Consequently, for a helicopter to which that AMP applies, it is acceptable to accomplish the new and/or more restrictive tasks and limitations, as defined in, and within the compliance times (see Note 1 of this AD) as specified in, the ALS, to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the new and/or more restrictive tasks and limitations, as defined in the ALS, into the AMP to comply with paragraph (3) of this AD.

Recording AD compliance:

- (5) When the AMP of a helicopter has been revised as required by paragraph (3) or (4) of this AD, as applicable, that action ensures continued accomplishment of the tasks as required by paragraphs (1) and (2) of this AD for that helicopter. Consequently, after revising the AMP, as required by paragraph (3) or (4) of this AD, as applicable, it is not necessary that accomplishment of individual tasks is recorded for demonstration of AD compliance on a continued basis.

Ref. Publications:

Hélicoptères Guimbal Cabri G2 MM n° J70-002 issue 06 dated 6 December 2018, Section C, Airworthiness Limitations, approved under reference EASA.10066089.

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 01 February 2019.
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: Hélicoptères Guimbal – Customer 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.

