



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 19-005

**Issued:** 11 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:**

AIRBUS HELICOPTERS

**Type/Model designation(s):**

SA 341 G and SA 342 J helicopters

**Effective Date:** [TBD – standard: 14 days after Final AD issue date]

**TCDS Number(s):** EASA.R.125

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 65 – Tail Rotor – Blades – Life Limit / Re-identification

### Manufacturer(s):

Eurocopter, Eurocopter France, Aerospatiale, Sud Aviation

### Applicability:

SA 341 G and SA 342 J helicopters, all serial numbers (s/n).

### Definitions:

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

**The ASB:** Airbus Helicopters (AH) Alert Service Bulletin (ASB) GAZ-01.36.

**Affected part:** Tail rotor blades (TRB), having Part Number (P/N) 341A335130.04, and an s/n as listed in the ASB.

**Serviceable part:** TRB having P/N 341A335101.01, P/N 341A335130.05 and P/N 341A335130.06, if new or if they have not exceeded 21 250 flight hours (FH) since first installation on a helicopter.

### Reason:

A new manufacturing process of the TRB was implemented, affecting the structural characteristic of this critical part. Consequently, new P/N 341A335101.01, P/N 341A335130.05 and P/N



341A335130.06 were allocated and an applicable Service Life Limit (SLL) of 21 250 FH was established, which has been identified as mandatory action for continued airworthiness.

Failure to comply with this requirement could result in an unsafe condition.

It was also determined that certain new-manufactured TRB were improperly identified with P/N 341A335130.04. Prompted by this finding, AH published the ASB, providing instructions for re-identification of those affected parts.

For the reasons described above, this AD requires re-identification of the affected parts and implementation of the applicable SLL to all TRB having P/N 341A335101.01, P/N 341A335130.05 and P/N 341A335130.06. These new P/N and the SLL are expected to be included in a new revision of the applicable Airworthiness Limitation Section.

This AD also requires investigation of rework/repair/modification accomplished on the affected parts and, depending on findings, corrective action(s).

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

Required as indicated, unless accomplished previously:

#### **Part Replacement / Service Life Limit Implementation:**

- (1) Before exceeding 21 250 FH since first installation on a helicopter, replace each TRB having P/N 341A335101.01, P/N 341A335130.05 and P/N 341A335130.06 with a serviceable part. Using the instructions of the applicable maintenance manual is an acceptable method to replace a part as required by this paragraph.

#### **Part Re-identification:**

- (2) During next disassembly of the tail rotor hub after the effective date of this AD, re-identify each affected part in accordance with the instructions of paragraph 3 of the ASB.

#### **Parts Installation:**

- (3) From the effective date of this AD, do not install an affected part on any helicopter.

#### **Continued Validity of Repair / Modification:**

- (4) Within 6 months after the effective date of this AD, for each affected part which has been subject to rework/repair/modification before the re-identification as required by paragraph (2) of this AD, contact the approval holder of the rework/repair/modification data for additional applicable maintenance instructions and, within the compliance time identified in those instructions, accomplish those instructions accordingly.
- (5) From the effective date of this AD, do not accomplish any rework, repair or modification of an affected part, unless it has been determined that the rework/repair/modification is valid for P/N 341A335130.06.



**Ref. Publications:**

AH ASB GAZ-01.36 original issue dated 14 December 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 08 February 2019.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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  
Web portal: <https://keycopter.airbushelicopters.com> > Technical Request Management  
E-mail: [customersupport.helicopters@airbus.com](mailto:customersupport.helicopters@airbus.com).

