



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 19-065

Issued: 16 April 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 330 helicopters

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

TCDS Number(s): EASA.R.002

Foreign AD: Not applicable

Supersedure: None

ATA 63 – Main Rotor Drive – Main Gearbox Particle Detector – Replacement

Manufacturer(s):

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

Applicability:

SA 330 J helicopters, all serial numbers.

Definitions:

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

Affected part: Main gearbox (MGB) particle detectors, having any Part Number (P/N), except P/N 330A32996300.

Serviceable part: An affected part, having P/N 330A32996300.

The ASB: AH Alert Service Bulletin (ASB) SA330-65.133.

Groups: Group 1 helicopters are those that have an affected part installed. Group 2 helicopters are those that have a serviceable part installed. A helicopter that has embodied AH modification



0752035 in production is a Group 2 helicopter, provided that the helicopter remains in that configuration.

Reason:

Investigation prompted by an EC 225 helicopter accident revealed involvement of a failure of a second stage planet gear of the MGB. Following review of design similarities, it was determined that such event might conceivably also occur on SA 330 J helicopters.

This condition, if not detected and corrected, could lead to loss of control of the helicopter.

As a protective measure, AH determined that more effective monitoring of oil debris could effectively establish an acceptable level of safety and issued the ASB providing instructions to install an improved, elongated MGB particle detector.

For the reasons describe above, this AD requires replacement of each affected part with a serviceable part and introduces installation restrictions for affected parts.

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

Required as indicated, unless accomplished previously:

Modification:

- (1) Group 1 helicopters: Within 110 flight hours or 6 months, whichever occurs first after the effective date of this AD, replace each affected part with a serviceable part in accordance with the instructions of the ASB.

Parts Installation:

- (2) It is allowed to install on any helicopter an affected part, or an MGB equipped with an affected part, provided that the affected part is a serviceable part, as defined in this AD, as required by paragraph (2.1) or (2.2) of this AD, as applicable.

(2.1) Group 1 helicopters: After modification of the helicopter as required by paragraph (1) of this AD.

(2.2) Group 2 helicopters: From the effective date of this AD.

Ref. Publications:

AH ASB SA330-65.133 original issue dated 04 April 2019.

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 14 May 2019.
2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness 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 (EBSESB) – Aéroport de Marseille Provence, 13725 Marignane Cedex, France; Telephone +33 (4) 42 85 97 97; Fax +33 (4) 42 85 99 66;
Web portal: <https://keycopter.airbushelicopters.com> > Technical Requests Management.
E-mail: support.technical-dyncomp.ah@airbus.com , and
TechnicalSupport.Helicopters@airbus.com.

