



Airworthiness Directive

AD No.: 2019-0172

Issued: 18 July 2019

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: 01 August 2019

TCDS Number(s): EASA.R.002

Foreign AD: Not applicable

Supersedure: None

ATA 62 – Main Rotor – Hub Assembly Lock Washer – 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.

Definitions:

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

Affected part: Main rotor hub (MRH) assemblies, having Part Number (P/N) 332A31-0001-00, P/N 332A31-0001-01, P/N 332A31-0001-02, P/N 332A31-0001-03, P/N 332A31-0001-04, P/N 332A31-0001-05 or P/N 332A31-0001-06.

Serviceable part: An affected part which has passed an one-time inspection (no defects found, or defects corrected) in accordance with the instructions of paragraphs 3.B.2 or 3.B.4 of the ASB, as applicable, confirmed by a Log Card entry of the MRH assembly.

The ASB: AH Alert Service Bulletin (ASB) AS332-62.00.76.



Reason:

Occurrences were reported of fluctuation of main rotor rotation speed. Subsequent investigation identified incorrect position of MRH phonic wheel due to incorrect installation of the press screws of the nut of the main rotor mast during maintenance visits of MRH assemblies. The investigation also determined that incorrect installation can be identified by inspecting the phonic wheel lock washer position.

This condition, if not detected and corrected, could lead to failure of MRH assembly components, possibly resulting in loss of helicopter control.

To address this potential unsafe condition, AH issued the ASB to provide inspection instructions.

For the reasons described above, this AD requires a one-time inspection of the lock washer position of the affected part and, depending on findings, replacement with a serviceable part.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within 55 flight hours after the effective date of this AD, inspect the lock washer position of each affected part 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, an incorrect lock washer position is detected, before next flight, replace the affected part with a serviceable part in accordance with the instructions of paragraph 3.B.2 of the ASB.

Parts Installation:

- (3) From the effective date of this AD, it is allowed to install on any helicopter an MRH assembly, provided that the part is a serviceable part, as defined in this AD.

Ref. Publications:

AH ASB AS332-62.00.76 original issue dated 27 May 2019.

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 02 July 2019 as PAD 19-114 for consultation until on 16 July 2019. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: 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 (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.
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