

Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 19-114

Issued: 02 July 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):

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 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. This Proposed AD will be closed for consultation on 16 July 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.
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TechnicalSupport.Helicopters@airbus.com.

