



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 19-197**

**Issued: 05 November 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 53 – Fuselage – Main Gearbox Suspension Bar Attachment Fittings and Screws – 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 (MSN).

### Definitions:

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

**Affected parts:** Attachment screws and fittings fastening the rear main gearbox (MGB) suspension bars, right hand (RH) and left hand (LH) side, to the fuselage; and attachment screws and fitting fastening the front MGB suspension bar to the fuselage.

**The applicable ASB:** AH Alert Service Bulletin (ASB) AS332-53.02.05 or ASB AS332-53.02.07, as applicable to the helicopter serial number.

### Reason:

Occurrences were reported of finding corrosion on the affected parts. Subsequent investigation determined that during maintenance visits of an identified batch of helicopters between September



2012 and April 2019, application of compound sealant on MGB suspension bar attachment screws may not have been accomplished in accordance with the approved maintenance data.

This condition, if not detected and corrected, could lead to structural failure of the MGB attachment screws, possibly resulting in detachment of MGB suspension bars.

To address this unsafe condition, AH issued the applicable ASB to provide inspection instructions of the affected parts and applicable corrective actions. Additionally, AH also introduced corrective measures to ensure that the affected maintenance organisation(s) apply compound sealant in accordance with approved maintenance data.

For the reasons described above, this AD requires a one-time inspection of the affected parts and, depending on findings accomplishment of applicable corrective action(s). This AD also requires reporting of findings to AH.

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

Required as indicated, unless accomplished previously:

#### **Inspection(s):**

- (1) Within the compliance time defined in paragraph 1.E.2 of the applicable ASB, inspect each affected part and its frame bores in accordance with the instructions of the paragraph 3.B.2 of the applicable ASB. Where the applicable ASB specifies a compliance time 'following receipt of this ASB', this AD requires compliance within the specified compliance time after the effective date of this AD.

#### **Corrective Action(s):**

- (2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy is detected, as specified in the applicable ASB, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the paragraph 3.B.2 of the applicable ASB.

#### **Reporting:**

- (3) If, during the inspection as required by paragraph (1) of this AD, any discrepancy is detected as specified in the applicable ASB, within 30 days after that inspection, report the inspection results to AH. This can be accomplished by using the Feedback Form included as Appendix 4 of the applicable ASB.

#### **Ref. Publications:**

AH ASB AS332-53.02.05 original issue dated 18 April 2019.

AH ASB AS332-53.02.07 original issue dated 21 October 2019.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

#### **Remarks:**

1. This Proposed AD will be closed for consultation on 03 December 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](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 (Technical Support), web portal: <https://keycopter.airbushelicopters.com> > Technical Requests Management, or e-mail: [support.technical-airframe.ah@airbus.com](mailto:support.technical-airframe.ah@airbus.com).

