



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 21-026

Issued: 22 February 2021

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 L2 helicopters

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

TCDS Number(s): EASA.R.002

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2014-0080 dated 27 March 2014.

ATA 67 – Rotors Flight Control – Yaw Control Damper Support – Inspection / Replacement

Manufacturer(s):

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

Applicability:

AS 332 L2 helicopters, all serial numbers.

Definitions:

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

Affected part: Yaw control damper support, having Part Number (P/N) 332A25-1334-00.

Serviceable part: Yaw control damper support, having P/N 332A07-2820-7071.

The ASB: AH Alert Service Bulletin (ASB) AS332-05.00.98 Revision 1.

The SB: AH Service Bulletin (SB) AS332-67.00.52.



Groups: Group 1 are helicopters which have an affected part installed. Group 2 are helicopters which do not have an affected part installed.

Reason:

Several occurrences were reported of finding cracks in the two front attachment points of certain yaw control damper supports. The results of the subsequent investigation determined that pilot actions on the yaw pedals could generate detrimental loading conditions on the support attachment points, which initiated these cracks.

This condition, if not detected and corrected, could lead to structural failure of an affected part and detachment of the damper unit, possibly resulting in blockage of the yaw flight control channel with consequent reduced control of the helicopter.

To address this potential unsafe condition, AH issued ASB AS332-05.00.98 (original issue) to provide inspection and replacement instructions and EASA issued AD 2014-0080 to require repetitive inspections of the affected parts and, depending on findings, replacement.

Since that AD was issued, AH developed an improved (reinforced) yaw control damper support with improved fatigue and load carrying capabilities and issued the SB to provide replacement instructions.

For the reason described above, this AD retains the requirements of EASA AD 2014-0080, which is superseded, but requires replacement of any cracked affected part with a serviceable part, as defined in this AD. This AD also prohibits (re)installation of an affected part.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) For Group 1 helicopters: Within the compliance time as specified in Table 1 of this AD, and, thereafter, at intervals not to exceed 825 flight hours (FH), inspect the four attachment points of the affected part in accordance with the instructions of the ASB.

Table 1 – Inspection (see Note 1 of this AD)

Accumulated FH	Compliance Time
Less than 3 900 FH	Before exceeding 4 000 FH
3 900 FH or more	Within 100 FH after 03 April 2014 [the effective date of EASA AD 2014-0080]

Note 1: Unless specified otherwise, the FH specified in Table 1 of this AD are those accumulated by the affected part on 03 April 2014 [the effective date of EASA AD 2014-0080] since first installation on a helicopter.



Corrective Action(s) / Modification:

- (2) If, during any inspection as required by paragraph (1) of this AD, any crack is detected, before next flight, modify the helicopter by replacing the cracked affected part with a serviceable part in accordance with the instructions of the SB.

Credit:

- (3) Inspection(s) of a helicopter, accomplished before the effective date of this AD, in accordance with the instructions of AH ASB AS332-05.00.98 at original issue is acceptable to comply with the requirement of paragraph (1) of this AD for that helicopter.

Terminating Action:

- (4) Modification of a helicopter as required by paragraph (2) of this AD constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that helicopter.

Parts Installation:

- (5) Do not install an affected part on any helicopter, as required by paragraph (5.1) or (5.2) of this AD, as applicable.
- (5.1) For Group 1 helicopters: After modification of the helicopter as required by paragraph (2) of this AD.
- (5.2) For Group 2 helicopters: From the effective date of this AD.

Ref. Publications:

AH ASB AS332-05.00.98 original issue dated 26 March 2014, or Revision 1 dated 10 February 2021.

AH SB AS332-67.00.52 original issue dated 02 March 2020.

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 22 March 2021.
2. Enquiries regarding this PAD should be referred to the EASA Safety 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](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.



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: TechnicalSupport.Helicopters@airbus.com.

