



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 21-128

Issued: 23 August 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 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 2019-0295 dated 05 December 2019.

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.

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 Revision 2 or ASB AS332-53.02.07 Revision 1, as applicable to the helicopter serial number.

Groups: Group 1 helicopters are those which, before the effective date of this AD were not inspected and corrected in accordance with original issue or Revision 1 of AH ASB AS332-53.02.05 or original issue of AH ASB AS332-53.02.07, as applicable. Group 2 helicopters are those which,



before the effective date of this AD, were inspected and corrected in accordance with original issue or Revision 1 of AH ASB AS332-53.02.05 or original issue of AH ASB AS332-53.02.07, as applicable.

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, with consequent detachment of MGB suspension bars, possibly resulting in loss of control of the helicopter.

To address this unsafe condition, AH issued original issue of ASB AS332-53.02.05 and ASB AS332-53.02.07 to provide inspection instructions for the affected parts. Additionally, AH also introduced corrective measures to ensure that the affected maintenance organisation(s) apply compound sealant in accordance with approved maintenance data. Consequently, EASA issued AD 2019-0295 to require a one-time inspection of the affected parts and, depending on findings, accomplishment of applicable corrective action(s). That AD also required reporting of findings to AH.

Since that AD was issued, a significant number of reports was received about corrosion findings on the affected parts. Prompted by this development, AH issued the applicable ASB, as defined in this AD, introducing instructions for repetitive inspections.

For the reasons described above, this AD retains the requirement of EASA AD 2019-0295, which is superseded, and requires repetitive inspections.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) For all helicopters: Within the compliance times defined in paragraph 1.E.2 of the applicable ASB, except as specified in paragraph (2) of this AD, and, thereafter at intervals not to exceed the values as 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.
- (2) For Group 1 helicopters: Where the applicable ASB specifies a compliance time 'following receipt of Revision 0 of this ASB', this AD requires compliance within the specified compliance time after 19 December 2019 [the effective date of EASA AD 2019-0295].

For Group 2 helicopters: Where the applicable ASB specifies a compliance time 'following receipt of Revision 1 or Revision 2 of this ASB', this AD requires compliance within the specified compliance time after the effective date of this AD.



Corrective Action(s):

- (3) If, during any 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.

Terminating Action:

- (4) None.

Reporting:

- (5) If, during any 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, or Revision 1 dated 02 March 2020, or Revision 2 dated 19 August 2021.

AH ASB AS332-53.02.07 original issue dated 21 October 2019, or Revision 1 dated 19 August 2021.

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 20 September 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: support.technical-airframe.ah@airbus.com and TechnicalSupport.Helicopters@airbus.com.

