



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 23-081

Issued: 26 June 2023

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):

SA 341 G and SA 342 J helicopters

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

TCDS Number(s): EASA.R.125

Foreign AD: Not applicable

Supersedure: None

ATA 62 – Main Rotor – Main Rotor Blade Leading Edge Protection – Inspection

Manufacturer(s):

Eurocopter, Eurocopter France, Aérospatiale and Sud Aviation

Applicability:

SA 341 G and SA 342 J (commercial designation 'Gazelle') helicopters, all serial numbers.

Definitions:

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

The ASB: Airbus Helicopters (AH) SA341 / SA342 Alert Service Bulletin (ASB) GAZ-05.41.

Affected part: Main rotor blades (MRB), having Part Number (P/N) 341A11-0040-00, P/N 341A11-0040-01, P/N 341A11-0040-02, P/N 341A11-0040-03 or P/N 341A11-0040-04.

Serviceable part: An MRB, eligible for installation, that is not an affected part; or an affected part that has accumulated less than 110 flight hours (FH) and less than 12 months after having passed (no defects found) an inspection, or an affected part that has been repaired, as applicable, in accordance with the instructions of the ASB.



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

Reason:

Several occurrences were reported of finding disbonding of the stainless-steel of the leading edge protection of certain MRBs, defined in this AD as affected part, resulting in significant unbalance of the main rotor and a high level of vibration.

This condition, if not detected and corrected, could lead to failure of the main rotor (head) and/or main gear box, possibly resulting in loss of control of the helicopter.

To address this potential unsafe condition, AH issued the ASB (as defined in this AD) providing inspection instructions.

For the reasons described above, this AD requires repetitive inspections of the affected parts and, depending on findings, repair or replacement, as applicable. This AD also regulates (re)installation of affected parts.

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

Required as indicated, unless accomplished previously:

Repetitive Inspections:

- (1) For Group 1 helicopters: Within 55 FH or 6 months, whichever occurs first after the effective date of this AD, and, thereafter, at intervals not to exceed 110 FH or 12 months, whichever occurs first since the previous inspection, accomplish a tapping inspection of each affected part in accordance with the instructions of the ASB.

Corrective Action(s):

- (2) If, during any tapping inspection as required by paragraph (1) of this AD, an open disbonded area (surface breaking) is detected, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the ASB.

Terminating Action:

- (3) Repair of an affected part on a helicopter in accordance with the instructions of the ASB does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that affected part on that helicopter.
- (4) Replacement on a helicopter of all affected parts with MRB that are not affected parts constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that helicopter. After accomplishment of that action, the helicopter becomes a Group 2 helicopter.

Part(s) Installation:

- (5) For Group 1 helicopters: From the effective date of this AD, it is allowed to install an affected part, provided that it is serviceable part, as defined in this AD, and that, following installation, the affected part is inspected as required by paragraph (1) of this AD.



(6) For Group 2 helicopters: From the effective date of this AD, do not install an affected part.

Ref. Publications:

AH SA341/SA342 ASB GAZ-05.41 original issue dated 22 June 2023.

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 24 July 2023.
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) at:
Web portal: <https://airbusworld.helicopters.airbus.com/> / Technical Requests Management, or
E-mail: TechnicalSupport.Helicopters@airbus.com, or Telephone +33 (0)4.42.85.97.89.

