


EASA	AIRWORTHINESS DIRECTIVE	
	AD No.: 2014-0216	
	Date: 24 September 2014 Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.	
This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].		
Design Approval Holder's Name: AIRBUS HELICOPTERS	Type/Model designation(s): SA 341 G and SA 342 J helicopters	
TCDS Number:	EASA.R.125	
Foreign AD:	Not applicable	
Supersedure:	None	
ATA 65	Main Rotor – Main Rotor Hub Torsion Bars – Inspection	
Manufacturer(s):	Aerospatiale	
Applicability:	SA 341 G and SA 342 J helicopters, all manufacturer serial numbers.	
Reason:	<p>Several cases of cracks were found on the polyurethane (PU) coating of the main rotor hub (MRH) torsion bars P/N 704A33633274 installed on military SA 341 helicopters. These parts can also be installed on civilian SA 341 and SA 342 helicopters. In addition, analysis of the cracked torsion bars has shown that small areas of superficial corrosion on the strands inside the bars can also develop during the manufacturing process. The cracking of the PU coating near these areas and the associated penetration of water can lead to further and deeper development of the corrosion.</p> <p>This condition, if not detected and corrected, allows water to penetrate into the torsion bar, causing corrosion and failure of the metal strands inside the bar, which could lead to torsion bar failure, resulting in in-flight loss of a main rotor blade and consequent loss of control of the helicopter.</p> <p>To address this unsafe condition, Airbus Helicopters issued Alert Service Bulletin (ASB) SA341/SA342-05.40, providing instructions for reducing the intervals of the existing repetitive inspection of the torsion bars, which are described in the applicable maintenance manual (document identified as MDE) and currently required through the existing instructions for continued airworthiness (document identified as PRE).</p> <p>For the reasons described above, this AD requires reduced intervals for the repetitive inspection of the torsion bars compared to the existing intervals indicated in the current PRE document.</p>	
Effective Date:	08 October 2014	

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

Required as indicated, unless accomplished previously:

- (1) Initially, within the compliance time specified in Table 1 or Table 2 of this AD, as applicable, and, thereafter, at intervals not to exceed the values as specified in Table 3 of this AD, as applicable, inspect the MRH torsion bars P/N 704A33633274 in accordance with the instructions of Airbus Helicopters MDE Work Card n° 65.12.607.

Table 1 – Initial Inspection of Torsion Bars installed less than 5 years

Flight Hours (FH) accumulated by the helicopter (on the effective date of this AD) since last inspection of the torsion bar	Compliance Time
<u>less</u> than 320 FH	Before exceeding 420 FH or 24 months, whichever occurs first since last inspection
320 FH or more	Within 100 FH, or within the scheduled inspection time limit for the torsion bars as indicated in the current PRE, whichever occurs first after the effective date of this AD.

Table 2 – Initial Inspection of Torsion Bars installed 5 years or more

Service life (FH or calendar time) accumulated by the helicopter on the effective date of this AD since last inspection of the torsion bar	Compliance Time
less than 320 FH, <u>and</u> last inspection performed <u>less</u> than 6 months before the effective date of this AD	Before exceeding 420 FH or 12 months, whichever occurs first since last inspection
320 FH or more, <u>or</u> last inspection performed 6 months or more before the effective date of this AD	Within 100 FH, or within 6 months, or within the scheduled inspection time limit for the torsion bars as indicated in the current PRE, whichever occurs first after the effective date of this AD.

Table 3 – Repetitive Inspections of Torsion Bars

Duration of installation of the torsion bar on a helicopter	Inspection Intervals (not to exceed)
<u>less</u> than 6 years	420 FH or 24 months, whichever occurs first, until reaching the limit of 6 years after first installation on a helicopter
6 years or more	420 FH or 12 months, whichever occurs first, without exceeding the existing service life limits indicated in the airworthiness limit section of the current PRE.

- (2) If, during any inspection as required by paragraph (1) of this AD, a crack in the PU coating of a torsion bar is found which matches or exceeds the criteria defined in MDE Work Card n° 65.12.607, before next flight, replace

	<p>the affected torsion bar with a serviceable one in accordance with the instructions of Airbus Helicopters ASB SA341/SA342-05.40.</p> <p>(3) Replacement of a torsion bar on a helicopter as required by paragraph (2) of this AD does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that helicopter.</p> <p>(4) From the effective date of this AD, installation on a helicopter of MRH torsion bars P/N 704A33633274 is allowed, provided that, following installation, the helicopter is inspected and, depending on findings, corrected, as required by this AD.</p>
Ref. Publications:	<p>Airbus Helicopters ASB SA341/SA342-05.40 original issue dated 28 April 2014. Airbus Helicopters MDE Work Card n° 65.12.607.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 20 August 2014 as PAD 14-132 for consultation until 17 September 2014. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters (STDI) – Aéroport de Marseille Provence 13725 Marignane Cedex, France, Telephone +33 (4) 42 85 97 97; Fax +33 (4) 42 85 99 66, E-mail: Directive.technical-support@eurocopter.com.