

EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	AD No.: 2015-0153-E Date: 24 July 2015 Note: This Emergency 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 EU 1321/2014 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 [EU 1321/2014 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): AS 332 helicopters
TCDS Number:	EASA.R.002
Foreign AD:	Not applicable
Supersedure:	None
ATA 64	Tail Rotor – Rotor Blades – Inspection
Manufacturer(s):	Airbus Helicopters (formerly Eurocopter, Eurocopter France, Aerospatiale).
Applicability:	AS 332 C, AS 332 C1, AS 332 L, and AS 332 L1 helicopters, equipped with tail rotor de-icing installation unit Part Number (P/N) 204ZP01Y01 and tail rotor blade P/N 332A12-0055-XX (where XX represents any dash number) (type A10).
Reason:	An occurrence was reported involving tail rotor blade overheating and consequent damage after application of Alternated Current Ground Power Unit (AC GPU) external power source 115V/400 Hz on ground following a flight during which the de-icing system of the helicopter was operated. Subsequent analysis determined the power supply box failure (stuck in a “closed” position) as the cause for the uncontrolled power supply to the rotor blade de-icing system. In case the rotor blade de-icing system is erroneously activated, as a result of application of AC GPU external power source 115V/400 Hz on ground, during the preparation for flight with the rotors stationary, the crew is not able to detect the fumes or smells coming from the tail rotor and therefore to detect a possible damage of a tail rotor blade. This condition, if not detected and corrected, could lead to structural damage of tail rotor blades resulting in significant vibrations and reduced control of the helicopter. To address this potential unsafe condition, Airbus Helicopters issued Alert Service Bulletin (ASB) AS332-05.01.02 to provide instructions for inspection of tail rotor blades and, depending on findings, corrective actions. For the reasons described above, this AD requires un-scheduled inspections of

	the tail rotor blades and, depending on findings, corrective action. This AD is considered to be an interim action and further AD action may follow.
Effective Date:	27 July 2015
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) From the effective date of this AD, before each engine start after any of the events as specified in paragraph (1.1) or (1.2) of this AD, inspect each tail rotor blade in accordance with the instructions of paragraph 3.B.2 of Airbus Helicopters ASB AS332-05.01.02. (1.1) Application of an AC GPU external power source 115V/400 Hz with the rotor stationary after the de-icing system was operated (in-flight or on ground), or (1.2) Application of an AC GPU external power source 115V/400Hz with the rotor stationary after accomplishment of the tail rotor de-icing system test (with spinning or stationary rotor). (2) If, during any inspection as required by paragraph (1) of this AD, any discrepancy is detected, as defined in Airbus Helicopters ASB AS332-05.01.02, accomplish all the corrective actions in accordance with the instructions of paragraph 3.B.2 of Airbus Helicopters ASB AS332-05.01.02.
Ref. Publications:	Airbus Helicopters ASB AS332-05.01.02 original issue, dated 22 July 2015. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
Remarks:	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The results of the safety assessment have indicated the need for immediate publication and notification, without the full public consultation process. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive 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 (EBSESB) – 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@airbus.com.