



## Airworthiness Directive

**AD No.:** 2015-0153R1

**Issued:** 09 November 2015

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, 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 Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

**Design Approval Holder's Name:**

AIRBUS HELICOPTERS

**Type/Model designation(s):**

AS 332 helicopters

**Effective Date:** Revision 1: 09 November 2015  
Original issue: 27 July 2015

**TCDS Number(s):** EASA.R.002

**Foreign AD:** Not applicable

**Revision:** This AD revises EASA AD 2015-0153-E dated 24 July 2015.

### ATA 64 – Tail Rotor – Rotor Blades – Inspection

**Manufacturer(s):**

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

**Applicability:**

AS 332 C, AS 332 L, and AS 332 L1 helicopters, equipped with tail rotor (TR) 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 TR blade overheat and consequent damage after application of alternating 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 TR and are therefore not aware of possible damage to a TR blade.



This condition, if not detected and corrected, could lead to structural damage of TR blades, possibly resulting in significant vibrations and reduced control of the helicopter.

To address this potential unsafe condition, Airbus Helicopters (AH) issued Alert Service Bulletin (ASB) AS332-05.01.02 to provide instructions for inspection of tail rotor blades and, depending on findings, corrective actions.

Consequently, EASA issued Emergency AD 2015-0153-E to require unscheduled inspections of the TR blades and, depending on findings, accomplishment of applicable corrective action(s).

Since that AD was issued, the result of an additional investigation revealed that AS 332 C1 helicopters are not affected by the unsafe condition addressed by this AD. Additionally, AH issued ASB AS332-05.01.02 Revision 1 to revise (simplify) the accomplishment instructions.

For the reasons described above, this AD is revised to remove AS 332 C1 helicopters from the Applicability and include reference to the revised ASB.

This AD is still considered to be an interim action and further AD action may follow.

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

Required as indicated, unless accomplished previously:

- (1) From 27 July 2015 [the effective date of this AD at original issue], before each engine start after any of the event as specified in paragraph (1.1) or (1.2) of this AD, inspect each TR blade in accordance with the instructions of paragraph 3.B.2 of AH 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).
  - (1.2) Application of an AC GPU external power source 115V/400Hz with the rotor stationary after accomplishment of the TR 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 AH ASB AS332-05.01.02, within the compliance time and in accordance with the instructions of paragraph 3.B.2 of AH ASB AS332-05.01.02 accomplish the applicable corrective actions.

**Ref. Publications:**

Airbus Helicopters ASB AS332-05.01.02 original issue, dated 22 July 2015, or Revision 1 dated 05 November 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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. For any question concerning the technical content of the requirements in this AD, please contact:  
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Superseded

