Airworthiness Directive

AD No.: 2021-0086

Issued: 24 March 2021

Note: This Airworthiness Directive (AD) 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.

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 (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS HELICOPTERS

Type/Model designation(s):

AS 332 L2 helicopters

Effective Date: 07 April 2021

TCDS Number(s): EASA.R.002

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2014-0080 dated 27 March 2014.

ATA 67 – Rotors Flight Control – Yaw Control Damper Support – Inspection / Replacement

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Manufacturer(s):

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

Applicability:

AS 332 L2 helicopters, all serial numbers.

Definitions:

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

Affected part: Yaw control damper support, having Part Number (P/N) 332A25-1334-00.

Serviceable part: Yaw control damper support, having P/N 332A07-2820-7071.

The ASB: AH Alert Service Bulletin (ASB) AS332-05.00.98 Revision 1.

The SB: AH Service Bulletin (SB) AS332-67.00.52.

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

Reason:

Several occurrences were reported of finding cracks in the two front attachment points of certain yaw control damper supports. The results of the subsequent investigation determined that pilot actions on the yaw pedals could generate detrimental loading conditions on the support attachment points, which initiated these cracks.

This condition, if not detected and corrected, could lead to structural failure of an affected part and detachment of the damper unit, possibly resulting in blockage of the yaw flight control channel with consequent reduced control of the helicopter.

To address this potential unsafe condition, AH issued ASB AS332-05.00.98 (original issue) to provide inspection and replacement instructions and EASA issued AD 2014-0080 to require repetitive inspections of the affected parts and, depending on findings, replacement.

Since that AD was issued, AH developed an improved (reinforced) yaw control damper support with improved fatigue and load carrying capabilities and issued the SB to provide replacement instructions.

For the reasons described above, this AD retains the requirements of EASA AD 2014-0080, which is superseded, but requires replacement of any cracked affected part with a serviceable part, as defined in this AD. This AD also prohibits (re)installation of an affected part.

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

Required as indicated, unless accomplished previously:

Inspection(s):

(1) For Group 1 helicopters: Within the compliance time as specified in Table 1 of this AD, and, thereafter, at intervals not to exceed 825 flight hours (FH), inspect the four attachment points of the affected part in accordance with the instructions of the ASB.

Table 1 – Inspection (see Note 1 of this AD)

Accumulated FH	Compliance Time
Less than 3 900 FH	Before exceeding 4 000 FH
3 900 FH or more	Within 100 FH after 03 April 2014 [the effective date of EASA AD 2014-0080]

Note 1: Unless specified otherwise, the FH specified in Table 1 of this AD are those accumulated by the affected part on 03 April 2014 [the effective date of EASA AD 2014-0080] since first installation on a helicopter.

Corrective Action(s) / Modification:

(2) If, during any inspection as required by paragraph (1) of this AD, any crack is detected, before next flight, modify the helicopter by replacing the cracked affected part with a serviceable part in accordance with the instructions of the SB.

Credit:

(3) Inspection(s) of a helicopter, accomplished before the effective date of this AD, in accordance with the instructions of AH ASB AS332-05.00.98 at original issue is acceptable to comply with the requirement of paragraph (1) of this AD for that helicopter.

Terminating Action:

(4) Modification of a helicopter as required by paragraph (2) of this AD constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that helicopter.

Parts Installation:

(5) Do not install an affected part on any helicopter, as required by paragraph (5.1) or (5.2) of this AD, as applicable.

(5.1) For Group 1 helicopters: After modification of the helicopter as required by paragraph (2) of this AD.

(5.2) For Group 2 helicopters: From the effective date of this AD.

Ref. Publications:

AH ASB AS332-05.00.98 original issue dated 26 March 2014, or Revision 1 dated 10 February 2021.

AH SB AS332-67.00.52 original issue dated 02 March 2020.

The use of later approved revisions of the above-mentioned documents 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. This AD was posted on 22 February 2021 as PAD 21-026 for consultation until 22 March 2021. No comments were received during the consultation period.

3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, 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 AD 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.

5. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters (Technical Support)
Web portal: https://keycopter.airbushelicopters.com > Technical Requests Management, or
E-mail: TechnicalSupport.Helicopters@airbus.com.