



Organisme pour la sécurité
De l'aviation civile

U R G E N T

Département Sécurité et Réglementation

Emetteur (From): Fax: **33 01 46 42 65 39**
N°: 11/23/RD/OSAC/DMSR

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Date : 02 octobre 2023

Destinataire(s) (To): Pour les personnes concernées *(To whom it may concern)*

OBJET : Avis d'émission de l'AD urgente de l'EASA de référence – EAD 2023-0174-E

(EASA EAD 2023-0174-E issuing notice)

AIRBUS HELICOPTERS

SA 330 and AS 332 helicopters

Main Rotor – Swashplate Retaining Bushes / Ball Joint Seating – Inspection

Le présent document signale l'émission de la Directive de Navigabilité EASA citée en objet dont le texte est joint.

This document reports the issuing of the subject EASA AD which is enclosed.

Cette AD est, réglementairement, directement applicable sur les aéronefs inscrits au registre français.

According to the rules, this AD is directly applicable to the French registered affected aircraft.

Emergency Airworthiness Directive

AD No.: 2023-0174-E

Issued: 02 October 2023

Note: This Emergency 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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] 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):

SA 330 and AS 332 helicopters

Effective Date: 04 October 2023

TCDS Number(s): EASA.R.002

Foreign AD: Not applicable

Supersedure: None

ATA 62 - Main Rotor – Swashplate Retaining Bushes / Ball Joint Seating – Inspection

Manufacturer(s):

Airbus Helicopters (AH), formerly Eurocopter, Eurocopter France, Aérospatiale.

Applicability:

SA 330 J, AS 332 C, AS 332 C1, AS 332 L, AS 332 L1 and AS 332 L2 helicopters, all manufacturer serial numbers.

Definitions:

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

Affected part: Retaining bushes, having manufacturer part number (MP/N) 330A31-3120-20, intended to be installed on the rotating swashplate and/or non-rotating swashplate of the mainrotor (MR) assembly, except parts or MR assemblies delivered on or after 28 September 2023.

Serviceable part: Any affected part which passed an inspection in accordance with the instructions of the ASB.

The ASB: AH Emergency Alert Service Bulletin (ASB) SA330-65-00-0003 or ASB AS332-62-00-0001, as applicable.

Reason:

An occurrence was reported where, during the overhaul of a MR assembly, it was noticed that the internal diameter of the three newly supplied retaining bushes were out of tolerance, having a diameter of 39 mm instead of 31 mm.

This condition, if not detected and corrected, could lead to damage to the MR assembly, possibly resulting in loss of control of the helicopter.

To address this potential unsafe condition, AH issued the ASB to provide inspection instructions.

For the reasons described above, this AD requires a one-time inspection of each affected part and, depending on findings, accomplishment of certain follow-on action(s) and replacement of non-conforming parts. This AD also allows (re)installation of serviceable parts only.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Before next flight after the effective date of this AD, inspect each affected part in accordance with the instructions of the ASB.
- (2) If, during the inspection as required by paragraph (1) of this AD, at least one affected part does not meet the inspection criteria as specified in the ASB, inspect the scissor attachment ball joint seating in accordance with the instructions of the ASB.

1. Corrective Action(s):

- (3) If, during the inspection as required by paragraph (1) of this AD, a non-conforming part is found, before next flight, replace that part with a serviceable part in accordance with the instructions of the ASB.
- (4) If, during the inspection as required by paragraph (2) of this AD, a scissor attachment ball joint is found not properly seated, before next flight, contact AH for approved repair instructions and accomplish those instructions accordingly.

Parts Installation:

- (5) From the effective date of this AD, it is allowed to install on any helicopter an affected part, provided it is a serviceable part, as defined in this AD.

Ref. Publications:

AH Emergency ASB SA330-65-00-0003 issue 001 dated 29 September 2023. AH

Emergency ASB AS332-62-00-0001 issue 001 dated 29 September 2023.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

2. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
3. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.
4. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
5. 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.
6. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters (Technical Support), Aéroport de Marseille Provence, 13725 Marignane Cedex, France, Telephone +33 (0)4 42 85 97 97, Fax +33 (0)4 42 85 99 66 Web portal: <https://airbusworld.helicopters.airbus.com> or E-mail: support.technical-airframe.ah@airbus.com.