



Airworthiness Directive

AD No.: 2025-0001

Issued: 06 January 2025

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, 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):

AS 332 helicopters

Effective Date: 20 January 2025

TCDS Number(s): EASA.R.002

Foreign AD: Not applicable

Supersedure: None

ATA 64 – Tail Rotor – Rotor Head Slide of the Control Plate – Inspection

Manufacturer(s):

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

Applicability:

AS 332 C, AS 332 C1, AS 332 L, AS 332 L1 helicopters, all manufacturer serial numbers.

Definitions:

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

The ASB: AH Alert Service Bulletin (ASB) AS332-64-20-0003.

Affected part: Tail rotor head (TRH) assembly identified by 'Manufacturer reference' and 'Airbus reference' in the Components Affected section of the ASB that has been delivered (date of EASA Form 1, or equivalent statement of conformity) before 23 December 2024, except those that have accumulated 0 flight hours (FH) since Time of Manufacturing or Overhaul.

Reason:

An occurrence of a loss of the tail rotor pitch control was reported on an AS 332 L1 helicopter. The investigation revealed a fracture of the tail rotor slide of the TRH assembly.



This condition, if not detected and corrected, could lead to structural failure of the TRH assembly, possibly resulting in reduced, or loss of, control of the helicopter.

To address this potential unsafe condition, AH issued the ASB to provide instructions for a visual inspection of the slide of the control plate of the affected part, and, depending on findings, repair or replacement.

For the reason described above, this AD requires accomplishment of a one-time inspection of the affected part and depending on findings, corrective action(s).

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

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Inspection:

- (1) For helicopters, delivered (date of EASA Form 52, or equivalent statement of conformity) before 23 December 2024: Within 50 FH after the effective date of this AD inspect the slide of the control plate of the affected part in accordance with the instructions of the ASB.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, any corrosion, as described in the ASB, is detected, before next flight, remove the corrosion in accordance with the instructions of the ASB.
- (3) If, during the inspection as required by paragraph (1) of this AD, a score, and/or a scratch, and/or a crack, as described in the ASB, is detected, or if removal of corrosion, as required by paragraph (2) of this AD, cannot be accomplished, before next flight, accomplish the corrective actions, as required by paragraph (3.1) or (3.2) of this AD, as applicable:
 - (3.1) For helicopters with the affected part installed having 'Manufacturer reference' 332A33-0001-03 (THR PRE MOD 0766028): Replace the affected part with a part repaired in accordance with AH instructions.
 - (3.2) For helicopters with the affected part installed having 'Manufacturer reference' other than 332A33-0001-03: Replace the installed slide of the control plate (when in PRE MOD 0766205 TRH) with a serviceable part having reference 32A33007020, or replace the installed pitch control assembly (when in POST MOD 0766205 TRH) with a serviceable part having reference 332A33010000M, in accordance with the instructions of the ASB.

Reporting:

- (4) If, during the inspection as required by paragraph (1) of this AD, discrepancies are detected, as identified in the ASB, within 30 days after that inspection, report the inspection results to AH. This can be done in accordance with the instructions of the ASB.



Part(s) Installation:

- (5) From the effective date of this AD, it is allowed to install an affected part on a helicopter provided that it passed an inspection (no discrepancy found) in accordance with the instructions of the ASB.

Ref. Publications:

AH ASB AS332-64-20-0003 original issue dated 23 December 2024.

The use of later approved revisions of the above-mentioned 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. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 03 February 2025. Only if any comment is received during the consultation period, a Comment Response Document will be published in the [EASA Safety Publications Tool](#), in a compressed ('zipped') file, attached to the record for this AD.
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), 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://keycopter.airbushelicopters.com> > Technical Requests Management,
E-mail: TechnicalSupport.Helicopters@airbus.com.

