



## Airworthiness Directive

**AD No.:** 2022-0056

**Issued:** 24 March 2022

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):

SA 330 J helicopters

**Effective Date:** 07 April 2022

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

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 67 – Rotors Flight Control – Main Rotor Controls / Collective Levers / Stop Support Protection – Modification

### Manufacturer(s):

Eurocopter, Eurocopter France, Aérospatiale, Sud Aviation

### Applicability:

SA 330 J helicopters, all serial numbers, except those having Airbus Helicopters (AH) modification (mod) 07 27362 embodied in production.

### Definitions:

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

**The ASB:** AH Alert Service Bulletin (ASB) SA330-67.27.

### Reason:

An occurrence was reported where the movement of the collective lever was restricted compared to the movement range expected by the design. Subsequent investigation determined that the rivet securing the covering plate of the collective lever secondary stop could, under certain conditions, interfere with the collective lever fulcrum.

This condition, if not corrected, could lead to restricted movement of the flight control lever, possibly resulting in reduced control of the helicopter.



To address this potential unsafe condition, AH developed mod 07 27362 replacing the covering plate of the collective lever secondary stop with self-adhesive tape. AH also issued the ASB to make this mod available to in-service helicopters.

For the reasons described above, this AD requires modification of the helicopter.

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

Required as indicated, unless accomplished previously:

#### Modification:

Within 100 flight hours or 12 months, whichever occurs first after the effective date of this AD, modify the helicopter by replacing the covering plate of the collective lever secondary stop with a self-adhesive tape in accordance with the instructions of the ASB.

#### Ref. Publications:

AH ASB SA330-67.27 original issue dated 22 February 2022.

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. This AD was posted on 23 February 2022 as PAD 22-017 for consultation until 23 March 2022. 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](mailto: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, Airbus World: Technical Request Management: <https://airbusworld.helicopters.airbus.com>, E-mail: [TechnicalSupport.Helicopters@airbus.com](mailto:TechnicalSupport.Helicopters@airbus.com).

