

## Airworthiness Directive

**AD No.:** 2022-0140**Issued:** 07 July 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:** 21 July 2022**TCDS Number(s):** EASA.R.002**Foreign AD:** Not applicable**Supersedure:** None

### ATA 63 – Rotor Drive(s) – Main Gearbox Flange Assemblies / Couplings – Inspection

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**Manufacturer(s):**

Eurocopter, Eurocopter France, Aérospatiale, Sud Aviation

**Applicability:**

SA 330 J helicopters, all serial numbers.

**Definitions:**

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

**The ASB:** Airbus Helicopters (AH) Alert Service Bulletin (ASB) SA330-65.140.**Affected part:** Main gearbox (MGB) flange assembly coupling, having Part Number 330A32-9392-01, except those that have passed an inspection (no defect found) in accordance with the instructions of the ASB or the SA 330 J MDE (Manuel d'Entretien - Aircraft Maintenance Manual) at Normal Revision 23, or later revision.**Serviceable part:** MGB flange assembly coupling that is not an affected part.**Groups:** Group 1 helicopters are those that have an affected part installed. Group 2 helicopters are those that do not have an affected part installed.

**Reason:**

An occurrence was reported of finding an incorrectly assembled affected part. The affected part was installed in reverse position, deviating from the assembly instructions.

This condition, if not detected and corrected, could lead to loss of the drive transmission from the left-hand (LH) or/and right-hand (RH) engine to the MGB, possibly resulting in reduced control of the helicopter.

To address this potential unsafe condition, AH issued the ASB providing inspection and replacement instructions.

For the reasons described above, this AD requires a one-time inspection of each affected part and, depending on findings, replacement. This AD also prohibits installation of an affected part or MGB equipped with an affected part on any helicopter.

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

Required as indicated, unless accomplished previously:

**Inspection(s):**

- (1) For Group 1 helicopters: Within 50 flight hours or 6 months, whichever occurs first after the effective date of this AD, inspect each affected part (LH and RH side) in accordance with the instructions of the ASB.

**Corrective Action(s):**

- (2) If, during the inspection as required by paragraph (1) of this AD, an incorrectly assembled affected part is found, before next flight, replace the affected part with a serviceable part in accordance with the instructions of the ASB.

**Parts Installation:**

- (3) For Group 1 and Group 2 helicopters: From the effective date of this AD, do not install an affected part or MGB equipped with an affected part on any helicopter.

**Ref. Publications:**

AH ASB SA330-65.140 original issue dated 30 June 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. 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. 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, or Airbus World: Technical Request Management: <https://airbusworld.helicopters.airbus.com>, E-mail: [TechnicalSupport.Helicopters@airbus.com](mailto:TechnicalSupport.Helicopters@airbus.com).

