

Airworthiness Directive

AD No.: 2023-0049

Issued: 07 March 2023

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: 21 March 2023

TCDS Number(s): EASA.R.002

Foreign AD: Not applicable

Supersedure: None

ATA 53 – Fuselage – Main Gearbox Suspension Bar Attachment Plates – Inspection / Measurement

Manufacturer(s):

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

Applicability:

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

Definitions:

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

Affected part: Attachment plates of the main gearbox (MGB) rear [left-hand (LH) and right-hand (RH) sides] and forward suspension bars.

The ASB: AH Alert Service Bulletin (ASB) AS332-53.02.15.

Reason:

An occurrence was reported of finding an MGB RH rear suspension bar attachment plate installed on a helicopter that was not eligible for installation. Subsequent investigation determined that attachment plates originally designed for AS 332 L2 and EC 225 LP helicopters (known as 'MK2 or MK2+ plates', respectively) may have inadvertently been installed on other helicopters, although no AH maintenance instruction allows operators to (re)install these parts in service. The investigation

also confirmed that the affected parts can be (re)installed only during D-level maintenance by AH staff.

This condition, if not detected and corrected, could result in structural damage of the affected parts or the surrounding fuselage structure, possibly resulting in failure of load carrying structural elements.

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 and measurement of the affected parts and, depending on findings, replacement.

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

Required as indicated, unless accomplished previously:

Inspection(s) and Measurement:

- (1) Within 50 flight hours after the effective date of this AD, accomplish the actions as required by paragraphs (1.1) and (1.2) of this AD in accordance with the instructions of the ASB.
 - (1.1) Inspect the attachment plates of the MGB rear suspension bars (LH and RH sides).
 - (1.2) Measure the thickness of the attachment plate of the MGB front suspension bar.

Corrective Action(s):

- (2) If, during the inspection or measurement as required by paragraph (1) of this AD, any discrepancy is detected, as defined in the instructions of the ASB, before next flight, contact AH for approved corrective action instructions and within the compliance time indicated therein, accomplish those instructions accordingly.

Ref. Publications:

AH ASB AS332-53.02.15 original issue dated 06 March 2023.

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.
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://airbusworld.helicopters.airbus.com> or
E-mail: support.technical-airframe.ah@airbus.com.

