



Airworthiness Directive

AD No.: 2020-0141R1

Issued: 30 July 2020

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, 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 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 L2 helicopters

Effective Date: Revision 1: 06 August 2020
Original issue: 08 July 2020

TCDS Number(s): EASA.R.002

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2020-0141 dated 24 June 2020.

ATA 63 – Main Rotor Drive – Main Gearbox Freewheel Shafts – Replacement

ATA 11 – Placards and Markings – ENG1 Training Idle Switch – Installation / Operational Restriction

Manufacturer(s):

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

Applicability:

AS 332 L2 helicopters, all manufacturer serial numbers.

Definitions:

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

The ASB: AH Alert Service Bulletin (ASB) AS332-01.00.95.

Affected MGB: Main gearbox (MGB), having Part Number (P/N) 332A323001.XX, equipped with main reduction gear module P/N 332A323011.XX in post-mod 07-53016 configuration installed, where XX represents any number.

Affected part: Right-hand (RH) side free wheel shafts, having P/N 332A322191.20.



Serviceable part: An affected part which has accumulated less than 1 000 flight hours (FH) since new (first installation on a helicopter) or passed a one-time wear inspection confirmed by MGB log card entry containing the date of the accomplishment of this inspection by AH.

Serviceable MGB: An MGB having P/N 332A323001.XX equipped with main reduction gear module P/N 332A323011.XX in pre mod 07 53016 configuration installed, where XX represents any number, or an affected MGB having a serviceable part installed.

Groups: Group 1 helicopters are those that have an affected MGB installed. Group 2 helicopters are those that do not have an affected MGB installed.

Reason:

During overhaul of an affected EC 225 LP MGB, wear was detected on ramps and rollers cages were found broken on the affected part. The investigation to determine the root cause of the occurrence is on-going. Due to design similarity, AS 332 L2 helicopters could also be affected by the same failure mechanism.

This condition, if not corrected, could lead to reduced capacity to transfer one engine inoperative (OEI) power delivered by the RH side engine following an event of in-flight shut down of the LH side engine, resulting in reduced control of the helicopter.

To address this potential unsafe condition, AH issued the ASB to provide instructions to introduce operational restriction regarding training flights involving OEI and replacement of the affected MGB in order to allow accomplishment of a one-time wear inspection of the affected part by AH. Consequently, EASA issued AD 2020-0141 to introduce an operational limitation for OEI training flights by installing placard(s) and to require replacement of the affected MGB. That AD also required reporting the FH accumulated by each affected part since new, and introduced conditions for installing a replacement MGB on a helicopter.

Since that AD was issued, it was determined that the wording of the placard prohibiting the use of “ENG1 Training Idle” as specified in the ASB was misinterpreted that the prohibition also aimed at applying to ground or maintenance operations. Prompted by this development, AH issued Revision 1 of the ASB introducing improved wording of the affected placard.

This AD is revised accordingly, to clarify that the use of “ENG1 Training Idle” is prohibited during flight only.

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

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

Required as indicated, unless accomplished previously:

Placard Installation:

- (1) For Group 1 helicopters: Within 50 FH after 08 July 2020 [the effective date of this AD at original issue], install new placard(s) on the cockpit instrument panel, in full view of both pilots, prohibiting the use of “ENG1 Training Idle” switch in flight, in accordance with the instructions of Section 3 of the ASB.



Operational Restriction:

- (2) For Group 1 helicopters: Following installation of placards as required by paragraph (1) of this AD, OEI flight training is allowed, provided that only the “ENG2 Training Idle” switch is used for that purpose.

Determination:

- (3) For Group 1 helicopters: Within 50 FH after 08 July 2020 [the effective date of this AD at original issue], determine the FH accumulated by the affected part since new (first installation on a helicopter) in accordance with the instructions of the ASB.

Replacement:

- (4) For Group 1 helicopters: Within the compliance time defined in Table 1 of this AD, as applicable, replace the affected MGB with a serviceable MGB in accordance with the instructions of the ASB.

Table 1 – MGB Replacement (see Note 1 of this AD)

FH Accumulated	Compliance Time
Less than 950 FH	Before exceeding 1 000 FH
950 FH or more	Within 50 FH after 08 July 2020 [the effective date of this AD at original issue]

Note 1: Unless indicated otherwise, the FH specified in Table 1 of this AD are those accumulated by an affected part since new (first installation on a helicopter).

Removal of Placard and Operational Restriction:

- (5) For Group 1 helicopters: After installation on a helicopter of a serviceable MGB in pre mod 07 53016 configuration, that helicopter becomes Group 2 helicopter, placard(s) installed in accordance with the requirement of paragraph (1) of this AD can be removed and, consequently, the operational restriction imposed by the requirement of paragraph (2) of this AD is not applicable any more for that helicopter, provided that the helicopter remains in that configuration.

Parts Installation:

- (6) For Group 1 and Group 2 helicopters: From 08 July 2020 [the effective date of this AD at original issue], installation of an affected part on a helicopter is allowed, provided that the affected part is a serviceable part, as defined in this AD.
- (7) For Group 2 helicopters: From 08 July 2020 [the effective date of this AD at original issue], it is allowed to install an affected MGB, provided that it is equipped with a serviceable part and that, before next flight after MGB installation, placards are installed on the cockpit instrument panel of that helicopter, in full view of both pilots, prohibiting the use of “ENG1 Training Idle” switch, in accordance with the instructions of Section 3 of the ASB. Following MGB and placards installation, the helicopter becomes Group 1 and must comply with all applicable requirements of this AD.



Reporting:

- (8) For Group 1 helicopters: Within 7 days after the FH determination as required by paragraph (3) of this AD, send the results to AH. This can be accomplished in accordance with the instructions of the ASB.

Ref. Publications:

AH ASB AS332-01.00.95 original issue dated 10 June 2020 or Revision 1 dated 29 July 2020.

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 Programming and Continued Airworthiness 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: support.technical-dyncomp.ah@airbus.com, and TechnicalSupport.Helicopters@airbus.com.

