



Airworthiness Directive

AD No.: 2020-0156

Issued: 14 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):

SA 365 helicopters

Effective Date: 28 July 2020

TCDS Number(s): EASA.R.105

Foreign AD: Not applicable

Supersedure: None

ATA 63 – Main Rotor Drive – Main Gearbox Magnetic Plug and Oil Filter – Inspection / Modification

Manufacturer(s):

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

Applicability:

SA 365 C1, SA 365 C2 and SA 365 C3 helicopters, all manufacturer serial numbers.

Definitions:

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

Affected part: Magnetic plugs, having Part Number (P/N) 365A32-1711-00, for installation in the main gearbox (MGB) pump intake.

Improved part: Magnetic plug, having P/N 365A32-7701-00.

The inspection ASB: AH Alert Service Bulletin (ASB) SA365-05.33.

The modification ASB: AH ASB SA365-65.53.

ALF: After last flight of the day (ALF) inspection.



Groups:

Group 1 helicopters are those that do not have AH modification (mod) 0763B19 embodied.

Group 2 helicopters are those on which AH mod 0763B19 has been embodied.

Reason:

Prompted by an EC 225 helicopter accident, an investigation was conducted of the MGB design of SA 365 helicopters. Investigation results determined that the level of detectability of particles linked to a planet gear spalling needs to be improved.

This condition, if not detected and corrected, could lead to a planet gear seizure, possibly resulting in loss of the MGB and consequent loss of control of the helicopter.

To address this potential unsafe condition, AH issued the inspection ASB to provide instructions for inspection of the MGB magnetic plug and oil filter, and the modification ASB to provide instructions for replacement of the magnetic plug installed at the pump intake (corresponding to AH mod 0763B19).

For the reason described above, this AD requires inspections of the MGB magnetic plug, inspections of the MGB oil filter at reduced intervals, the application of improved instructions following the discovery of particles on the MGB magnetic plug or oil filter, and the replacement of affected parts with improved parts.

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

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) From the effective date of this AD, during each ALF inspection, or at intervals not to exceed 10 flight hours (FH), whichever occurs first, inspect the MGB magnetic plug in accordance with the instructions of Maintenance Manual (MET) 65.32.602 and interpret the results in accordance with the instructions of Sections 3.B.2 and 3.B.3 of the inspection ASB.
- (2) Within 25 FH after the effective date of this AD, and, thereafter, at intervals not to exceed 25 FH, inspect the MGB oil filter and interpret the results in accordance with the instructions of Sections 3.B.4 and 3.B.3 of the inspection ASB.

Corrective Action(s):

- (3) If, during any inspection as required by paragraph (1) or (2) of this AD, as applicable, particles are detected, before next flight, analyse the particles and accomplish the applicable corrective action(s) in accordance with the instructions of Section 3.B.3 of the inspection ASB.

Modification:

- (4) For Group 1 helicopters: Within 110 FH or 3 months, whichever occurs first after the effective date of this AD, modify the helicopter by replacing the affected part with an improved part in accordance with the instructions of the modification ASB.



Terminating Action:

(5) None.

Parts Installation:

(6) Do not install an affected part on any helicopter, as required by paragraph (6.1) or (6.2.) of this AD, as applicable:

(6.1) For Group 1 helicopters: After modification of a helicopter as required by paragraph (4) of this AD.

(6.2) For Group 2 helicopters: From the effective date of this AD.

Ref. Publications:

AH ASB SA365-05.33 original issue dated 28 May 2020.

AH ASB SA365-65.53 original issue dated 28 May 2020.

The use of later approved revisions of above-mentioned documents 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 (EBSESB) – Aéroport de Marseille Provence, 13725 Marignane Cedex, France; Telephone: +33 (4) 42 85 97 97; Fax: +33 (4) 42 85 99 66; E-mail: Directive.technical-support@airbus.com.

