


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2014-0091</p> <p>Date: 16 April 2014</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p>Design Approval Holder's Name: AIRBUS HELICOPTERS</p>	<p>Type/Model designation(s): SA 330 and AS 332 helicopters</p>	
<p>TCDS Number:</p>	<p>EASA.R.002</p>	
<p>Foreign AD:</p>	<p>Not applicable</p>	
<p>Supersedure:</p>	<p>None</p>	
<p>ATA 67</p>	<p>Rotors Flight Controls – Pilot Collective Pitch Lever – Inspection / Repair / Replacement</p>	
<p>Manufacturer(s):</p>	<p>Airbus Helicopters (formerly Eurocopter, Eurocopter France, Aerospatiale)</p>	
<p>Applicability:</p>	<p>SA 330 J, AS 332 C, AS 332 C1, AS 332 L, and AS 332 L1 helicopters, all serial numbers, equipped with Airbus Helicopters Hoist or Sling optional equipment, all part numbers.</p>	
<p>Reason:</p>	<p>Several cases of electrical wiring damage were reported on pilot collective pitch grip control harnesses. The result of the subsequent investigation revealed incorrect installation of the pin tool intended to lock the flight controls during helicopter flight control rigging. The tip of the pin had been mishandled through the rigging hole in the cockpit floor and damaged the wiring harness routed under floor next to the pilot collective pitch lever torque tube. As a consequence, some harness wires, further routed inside the lever up to the pilot collective pitch grip controls, were damaged.</p> <p>This condition, if not detected and corrected, could lead to a short circuit on the Hoist or Sling quick-release controls of the pilot collective pitch grip and during external cargo operations possibly resulting in an inadvertent in-flight release of the carried load and consequent injury of hoisted people or persons on the ground.</p> <p>To address this potential unsafe condition, Airbus Helicopters issued Alert Service Bulletin (ASB) No. SA330-67.20 for SA330 helicopters and ASB No. AS332-67.00.46 for AS332 helicopters to provide inspection, repair and replacement instructions.</p> <p>For the reasons described above, this AD requires a one-time inspection of the wiring harness of the pilot collective pitch lever and, depending on findings,</p>	

	repair of the harness or replacement of the pilot collective pitch grip.
Effective Date:	22 April 2014
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Before next Hoist or Sling operation or within 50 flight hours, whichever occurs first after the effective date of this AD, inspect the wiring harness of the pilot collective pitch lever for absence of any damage in accordance with the instructions of Airbus Helicopters ASB No. SA330-67.20 or ASB No. AS332-67.00.46, as applicable to helicopter model. (2) If, during the inspection as required by paragraph (1) of this AD, any wire damage is found, before next flight, depending on findings, repair the wiring harness or replace the pilot collective pitch grip with a serviceable part in accordance with the instructions of Airbus Helicopters ASB No. SA330-67.20 or ASB No. AS332-67.00.46, as applicable to helicopter model.
Ref. Publications:	<p>Airbus Helicopters ASB No. SA330-67.20 original issue, dated 15 April 2014.</p> <p>Airbus Helicopters ASB No. AS332-67.00.46 original issue, dated 15 April 2014.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 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 Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters – Aéroport de Marseille Provence 13725 Marignane Cedex, France Telephone +33 (4) 42 85 97 97, Facsimile +33 (4) 42 85 99 66 E-mail: Directive.technical-support@eurocopter.com.