



## Emergency Airworthiness Directive

**AD No.:** 2022-0016-E

**Issued:** 26 January 2022

Note: This Emergency 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 helicopters

**Effective Date:** 28 January 2022

**TCDS Number(s):** EASA.R.002

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 25 – Equipment / Furnishings – Hoist Attachment Fittings – Inspection

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**Manufacturer(s):**

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

**Applicability:**

AS 332 C, AS 332 C1, AS 332 L, AS 332 L1 and AS 332 L2 helicopters, all manufacturer serial numbers equipped with front upper hoist attachment fitting Manufacturer Part Number (MP/N) 332A87-1116-21, or rear upper hoist attachment fitting MP/N 332A87-1117-20, or lower hoist attachment fitting MP/N 332A87-1176-20.

**Definitions:**

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

**The EASB:** The Emergency Alert Service Bulletin (EASB) 25.03.95.

**Reason:**

Occurrence of a front upper hoist attachment fitting crack was reported on a helicopter equipped with a double hoist design certified through a Supplemental Type Certificate (not under an AH design responsibility), but installed using an AH hoist attachment fitting(s) design. Investigation is ongoing to determine the root cause of the crack development.



This condition, if not detected and corrected, could affect the structural integrity of the hoist attachment fitting(s), possibly leading to in-flight detachment of the hoist support, with consequent damage to the helicopter and/or injury to hoisted person(s).

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

For the reason described above, this AD requires a one-time inspection of each affected fitting and, depending on findings, replacement.

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

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

Required as indicated, unless accomplished previously:

#### **Inspection:**

- (1) Before next hoist operation or within 30 days, whichever occurs first after the effective date of this AD, inspect each affected fitting, as defined in and in accordance with the instructions of the EASB.

#### **Corrective Action(s):**

- (2) If, during the inspection as required by paragraph (1) of this AD, any crack is detected, before next hoist operation, replace the affected fitting in accordance with the instructions of the EASB.

#### **Part(s) Installation:**

- (3) From the effective date of this AD, it is allowed to install an affected fitting on a helicopter, provided it is a new part (never installed previously on a helicopter) or that, before next flight after installation, the part passes an inspection (no crack detected) as required by this AD.

#### **Ref. Publications:**

AH EASB 25.03.95 original issue dated 25 January 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. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.
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, Airbus World: Technical Request Management: <https://airbusworld.helicopters.airbus.com>, E-mail: [support.technical-hydraulics.ah@airbus.com](mailto:support.technical-hydraulics.ah@airbus.com), and [TechnicalSupport.Helicopters@airbus.com](mailto:TechnicalSupport.Helicopters@airbus.com).

