



Airworthiness Directive

AD No.: 2017-0077

Issued: 03 May 2017

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 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 (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

AIRBUS HELICOPTERS

Type/Model designation(s):

AS 332 C1 and AS 332 L1 helicopters

Effective Date: 10 May 2017

TCDS Number(s): EASA.R.002

Foreign AD: Not applicable

Supersedure: None

ATA – Rotorcraft Flight Manual / Emergency Procedures – Amendment

Manufacturer(s):

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

Applicability:

AS 332 C1 and AS 332 L1 helicopters, all manufacturer serial numbers, in post mod 07 26644 configuration (helicopters equipped with Advanced Helicopter Cockpit & Avionics System).

Reason:

AH identified that both Attitude Heading and Reference Systems (hereafter referred as AHRS1 and AHRS2) installed on post mod 07 26644 AS 332 C1 and AS 332 L1 helicopters (hereafter referred as 'AS 332 C1e and AS 332 L1e') use the same 'FLIGHT' signal in deviation from the approved design specification, which indicates that the AHRS1 and AHRS2 must be supplied by independent signals to ensure their redundancy. If both AHRS1 and AHRS2 receive in flight a wrong "ground" status, as a result of a single failure, this will generate, during helicopter manoeuvres, a consistent error in computation of the attitudes and vertical speed and consequently provide incorrect indications on both primary displays to the flight crew.

This condition, if not corrected, could lead to erroneous attitude and vertical speed indications resulting in increased workload for the flight crew when the upper modes of Automatic Flight Control System are not engaged, possibly resulting in reduced control of the helicopter during high speed manoeuvres in instrumental meteorological conditions.



To address this potentially unsafe condition, AH issued Rush Revision (RR) No 6A of the AS 332 C1e and AS 332 L1e Rotorcraft Flight Manuals (RFM), providing applicable emergency operational procedures.

For the reasons described above, this AD requires amendment of the applicable RFM.

This AD is considered to be an interim action and, depending on availability of a technical solution, further AD action may follow.

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

Required as indicated, unless accomplished previously:

- (1) Within 30 days after the effective date of this AD, amend the emergency procedures of the applicable RFM by inserting a copy of AS 332 C1e RR 6A, or AS 332 L1e RR 6A, as applicable to helicopter model, inform all flight crews, and, thereafter, operate the helicopter accordingly.
- (2) Amending the emergency procedures of the applicable RFM of a helicopter to incorporate a later RFM revision which includes the procedures detailed in AS 332 C1e RR 6A, or AS 332 L1e RR 6A, as applicable to helicopter model, is acceptable to comply with the requirements of paragraph (1) of this AD.

Ref. Publications:

AH AS 332 C1e RFM RR 6A dated 31 March 2017.

AH AS 332 L1e RFM RR 6A dated 31 March 2017.

The use of later approved revisions of these 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 Safety Information Section, Certification Directorate. 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;
Web portal: <https://keycopter.airbushelicopters.com> > Technical Requests Management.

