



Civil Aviation Authority

EMERGENCY MANDATORY PERMIT DIRECTIVE



Number: 2016-005-E

Issue date: 15 July 2016

In accordance with Article 22(1) of the Air Navigation Order 2009 (as amended) the following action required by this Mandatory Permit Directive (MPD) is mandatory for applicable aircraft registered in the United Kingdom operating on a UK CAA Permit to Fly.

Type Approval Holder's Name:

N/A

Type/Model Designation(s):

Westland Gazelle AH.Mk 1, HT.Mk 2 and HT.Mk 3 helicopters

Title:

ATA 32 – Landing Gear – Rear Cross-Tube – Inspection / Replacement

Manufacturer:

Westland Helicopters Ltd

Applicability:

Gazelle AH.Mk 1 (SA 341B), HT.Mk 2 (SA 341C) and HT.Mk 3 (SA 341D) helicopters

Reason:

The reason for this MPD is as stated in EASA Emergency AD 2016-0131-E.

“Two cases have been reported of failure of a landing gear rear cross-tube on SA 341 and SA 342 type helicopters during maintenance and towing operations. These failures caused the helicopters to drop or tip over. Analysis revealed that an excessive hardness of the cross-tube material, combined with inter-granular corrosion initiation, may affect the structural integrity of the rear cross-tube.

This condition, if not detected and corrected, could lead to failure of a cross-tube, leading to dropping or tipping over of the helicopter, possibly resulting in injury to occupants or people on the ground.”

This MPD extends the applicability of the EASA Emergency AD, to cover the UK ex-military fleet of Gazelle helicopters, as identified in Airbus Helicopters Alert Service Bulletin (ASB) No. SA341/342-32.08 Revision 1.

Effective Date:

15 July 2016

<p>Compliance/Action:</p>	<p>Required as indicated, unless accomplished previously:</p> <p><u>Note 1:</u> The landing gear rear cross-tubes affected by this MPD are identified by P/N 341A415201.00 or P/N 341A415201.01 or P/N 341A415201.02.</p> <ol style="list-style-type: none"> 1. Within 5 flight hours after the effective date of this MPD, determine the P/N of the landing gear rear cross-tube installed on the helicopter. A maintenance records check is acceptable to make this determination, provided those records can be relied upon for that purpose. 2. If, during the identification as required by paragraph (1) of this MPD, it is determined that an affected P/N rear cross-tube (see Note 1 of this MPD) is installed on the helicopter, before next flight, install a limitation placard on the instrument panel, in full view of the pilots, as shown in Table 1 of this MPD, in accordance with the instructions of AH ASB No. SA341/342-32.08, amend the applicable Rotorcraft Flight Manual (RFM) to incorporate the same limitation, inform all flight crews and, thereafter, operate the helicopter accordingly. <p style="text-align: center;">Table 1 – Limitation Placard.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="text-align: center;">AUTOROTATION TRAINING FLIGHTS ARE PROHIBITED</td> </tr> </table> <p>Inserting a copy of this MPD into the applicable RFM is an acceptable method to comply with the RFM change required by paragraph (2) of this MPD.</p> <ol style="list-style-type: none"> 3. Within the compliance time as specified in Table 2 of this MPD, inspect the hardness of each affected landing gear rear cross-tube (see Note 1 of this MPD) in accordance with the instructions of AH ASB No. SA341/342-32.08 Revision 1. <p style="text-align: center;">Table 2 - Landing Gear Rear Cross-Tube Inspection</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">Affected P/N</th> <th style="text-align: center;">Compliance Time</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">341A415201.00 or 341A415201.01 or 341A415201.02</td> <td style="text-align: center;">Within 6 months after the effective date of this MPD</td> </tr> </tbody> </table> <ol style="list-style-type: none"> 4. If, during the inspection as required by paragraph (3) of this MPD, the hardness of the affected landing gear rear cross-tube on a helicopter is found to not meet the criteria defined in AH ASB No. SA341/342-32.08, before next flight, replace the affected rear cross-tube with a serviceable part in accordance with the instructions of AH ASB No. SA341/342-32.08 and remove the limitation placard and RFM change, installed as required by paragraph (2) of this MPD, from that helicopter. 5. If, during the inspection as required by paragraph (3) of this MPD, the hardness of the landing gear rear cross-tube on a helicopter meets the criteria defined in AH ASB No. SA341/342-32.08, before next flight, apply the anti-corrosion protection on the rear cross-tube, identify the rear cross-tube in accordance with the instructions of AH ASB No. SA341/342-32.08, and remove the limitation placard and RFM change, installed as required by paragraph (2) of this MPD, from that helicopter. 6. From the effective date of this MPD, installation on a helicopter of an affected landing gear rear cross-tube (see Note 1 of this MPD) is allowed, provided that, before installation, it has passed an inspection in accordance with the instructions of AH ASB No. SA341/342-32.08 Revision 1. 	AUTOROTATION TRAINING FLIGHTS ARE PROHIBITED	Affected P/N	Compliance Time	341A415201.00 or 341A415201.01 or 341A415201.02	Within 6 months after the effective date of this MPD
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ENSURE COMPLIANCE WITH THIS MPD IS RECORDED IN THE AIRCRAFT LOGBOOK

Reference Publications:	Airbus Helicopters Alert Service Bulletin (ASB) No. SA341/342-32.08 Revision 1. The use of later approved revisions of this document is acceptable for compliance with the requirements of this MPD.
Remarks:	<ol style="list-style-type: none">1. This MPD was not posted for consultation because of the urgency of the requirement.2. If requested and appropriately substantiated, the CAA may accept alternative methods of compliance to this MPD.3. Enquiries regarding this MPD should be referred to: GA Unit, Civil Aviation Authority, Safety & Airspace Regulation Group, Aviation House, Gatwick Airport South, West Sussex RH6 0YR.
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