



Emergency Airworthiness Directive

AD No.: 2024-0007-E

Issued: 08 January 2024

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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

HELICOPTERES GUIMBAL

Type/Model designation(s):

Cabri G2 helicopters

Effective Date: 10 January 2024

TCDS Number(s): EASA.R.145

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA Emergency AD 2023-0204-E dated 20 November 2023.

ATA 67 – Rotors Flight Control – Pilot and Co-pilot Cyclic Stick Base – Inspection

Manufacturer(s):

Hélicoptères Guimbal (HG)

Applicability:

Cabri G2 helicopters, all manufacturer serial numbers.

Definitions:

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

The SB: HG Service Bulletin (SB) 23-006 D (Revision D).

Affected part: Pilot cyclic stick base having Part Number (P/N) G41-42-801, and co-pilot cyclic stick base having P/N G41-43-801 or G41-43-802.

Serviceable part:

An affected part which is new (never installed before) or which, before installation on a helicopter, passes an inspection (no defects found) in accordance with the instructions of the SB.



Reason:

Occurrences were reported where, during maintenance, a crack was found on the pilot cyclic stick base of Cabri G2 helicopters.

This condition, if not detected and corrected, could lead to failure of an affected part (as defined in this AD), possibly resulting in loss of control of the helicopter.

To address this potential unsafe condition, HG issued SB 2023-006 A (original issue), to provide instructions for inspection of the affected parts (as defined in this AD) and for reporting of the inspection results. After publication of that SB, one additional cracked pilot cyclic stick base was reported.

Further investigation determined that the root cause of found cracks is fatigue, mainly related to induced loads on the cyclic stick during pre-flight (free play) checks. Therefore, HG modified the initial inspection method, revised its SB accordingly and published Revision B. Consequently, EASA issued Emergency AD 2023-0204-E to require inspection of the affected parts and, depending on findings, accomplishment of applicable corrective action(s).

Since that AD was issued, more cracks were reported, including a crack on an affected part that had accumulated only 700 flight hours (FH). Therefore, HG revised its SB again (now at Revision D) to lower the threshold for initial inspection of affected parts from 1 500 accumulated FH to 205 accumulated FH.

For the reason described above, this AD retains the requirements of EASA Emergency AD 2023-0204-E, which is superseded, but requires the accomplishment of the initial inspection at a lower threshold.

This AD is still considered to be 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) Within the compliance time specified in Table 1 of this AD and, thereafter, at intervals not to exceed 60 FH, inspect each affected part in accordance with the instructions of the SB (see Note 1 of this AD).

Table 1 – Threshold for Inspection

Accumulated FH (see Note 2 of this AD)	Compliance Time after the effective date of this AD
205 FH or more	Before next flight
Unknown	
Less than 205 FH	During next maintenance check, without exceeding 205 FH (see Note 2 of this AD)



Note 1: For the initial inspection, a single ferry flight without passengers is allowed to a maintenance location, where the actions required by this AD can be accomplished.

Note 2: The FH indicated in Table 1 of this AD are those accumulated by an affected part since new (first installation on a helicopter).

Corrective Action:

- (2) If, during any inspection as required by paragraph (1) of this AD, a crack is found on a pilot cyclic stick base, before next flight, contact HG for approved instructions to replace that pilot cyclic stick base with a serviceable part, as defined in this AD, and accomplish those instructions accordingly.
- (3) If, during any inspection as required by paragraph (1) of this AD, a crack is found on a co-pilot cyclic stick base, before next flight, contact HG for approved instructions to replace that co-pilot cyclic stick base with a serviceable part, and accomplish those instructions accordingly.
- (4) Removing the dual control (co-pilot cyclic stick) of a helicopter is an acceptable alternative method to comply with the requirement of paragraph (3) of this AD for that helicopter. This can be done in accordance with the instructions of the applicable helicopter flight manual. Following replacement of the co-pilot cyclic stick base with a serviceable part, it is allowed to reinstall the dual control (co-pilot cyclic stick).

Credit:

- (5) Inspection of affected parts on a helicopter, accomplished before the effective date of this AD in accordance with the instruction of HG SB 23-006 A (original issue), 23-006 B (Revision B) or 23-006 C (Revision C), is acceptable to comply with the initial inspection requirement of paragraph (1) of this AD for that helicopter.

Terminating Action:

- (6) None.

Parts Installation:

- (7) From the effective date of this AD, it is allowed to install an affected part on a helicopter, provided it is a serviceable part.

Ref. Publications:

HG SB 23-006 (A) original issue dated 24 July 2023, or 23-006 B (Revision B) dated 14 November 2023, or 23-006 C (Revision C) dated 22 November 2023, or 23-006 D (Revision D) dated 05 January 2024.

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.
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: Hélicoptères Guimbal – Customer Support, Aérodrome d’Aix-en-Provence, 1070 rue Lieutenant Parayre, 13290 Les Milles, France; Telephone: +33 (0) 4 42 39 10 88, Fax: +33 (0) 4 42 39 10 82, or E-mail: support@guimbal.com.

