



DATE: November 21, 2023

AD #: 2023-24-51

Emergency Airworthiness Directive (AD) 2023-24-51 is sent to owners and operators of Hélicoptères Guimbal Model Cabri G2 helicopters.

Background

This emergency AD was prompted by reports of a crack in the pilot cyclic stick base. The European Union Aviation Safety Agency (EASA), which is the aviation authority for the European Union, has issued EASA Emergency AD 2023-0204-E, dated November 20, 2023 (EASA AD 2023-0204-E), to correct an unsafe condition on Hélicoptères Guimbal Model Cabri G2 helicopters. EASA AD 2023-0204-E states that further investigation determined that the root cause of the cracks is fatigue, primarily related to induced loads on the cyclic stick during pre-flight (free play) checks. Accordingly, EASA AD 2023-0204-E requires repetitively inspecting certain part-numbered pilot and co-pilot cyclic stick bases and, depending on the results, corrective action. EASA AD 2023-0204-E also prohibits installing those pilot and co-pilot cyclic stick bases unless its requirements are met.

This emergency AD is intended to detect a cracked pilot or co-pilot cyclic stick base. This condition, if not addressed, could result in failure of the pilot or co-pilot cyclic stick base and subsequent loss of control of the helicopter.

Related Service Information

The FAA reviewed EASA AD 2023-0204-E, which requires repetitively inspecting pilot cyclic stick base part number (P/N) G41-42-801 and co-pilot cyclic stick base P/Ns G41-43-801 and G41-43-802 for a crack. Depending on the results, EASA AD 2023-0204-E requires contacting HG [Hélicoptères Guimbal] for approved instructions to replace a cracked cyclic stick base and accomplishing those instructions accordingly. EASA AD 2023-0204-E also allows removing the dual control (co-pilot cyclic stick) instead of replacing a cracked co-pilot cyclic stick base. Lastly, EASA AD 2023-0204-E prohibits installing a specified pilot or co-pilot cyclic stick base unless it is a new (never installed before) part or, before installation, has passed its required inspection.

The FAA also reviewed Guimbal Mandatory Service Bulletin SB 23-006, Revision B, dated November 14, 2023 (SB 23-006B) which specifies an initial and repetitive inspections of both the pilot and copilot cyclic bases for cracks. SB 23-006B specifies doing the inspection using a flashlight and in case of doubt, performing a dye-penetrant inspection. If there is a crack on the pilot's side, SB 23-006B specifies grounding the helicopter and contacting HG [Hélicoptères Guimbal]; if there is a crack on the copilot's side, SB 23-006B specifies removing the dual controls and contacting HG.

FAA's Determination

These products have been approved by the aviation authority of another country and are approved for operation in the United States. Pursuant to the FAA's bilateral agreement with this State of Design Authority, it has notified the FAA of the unsafe condition described in its emergency AD

described above. The FAA is issuing this emergency AD after determining that the unsafe condition described previously is likely to exist or develop on other products of the same type design.

Emergency AD Requirements

This emergency AD requires accomplishing the actions specified in EASA AD 2023-0204-E, described previously, as incorporated by reference, except for any differences identified as exceptions in the regulatory text of this emergency AD and except as discussed under “Differences Between this Emergency AD and the EASA Emergency AD.”

Explanation of Required Compliance Information

In the FAA’s ongoing efforts to improve the efficiency of the AD process, the FAA developed a process to use some civil aviation authority (CAA) ADs as the primary source of information for compliance with requirements for corresponding FAA ADs. The FAA has been coordinating this process with manufacturers and CAAs. As a result, EASA AD 2023-0204-E is incorporated by reference in this FAA emergency AD. This emergency AD, therefore, requires compliance with EASA AD 2023-0204-E in its entirety through that incorporation, except for any differences identified as exceptions in the regulatory text of this emergency AD. Using common terms that are the same as the heading of a particular section in EASA AD 2023-0204-E does not mean that operators need comply only with that section. For example, where the emergency AD requirement refers to “all required actions and compliance times,” compliance with this emergency AD requirement is not limited to the section titled “Required Action(s) and Compliance Time(s)” in EASA AD 2023-0204-E.

Differences Between this Emergency AD and the EASA Emergency AD

The service information referenced in EASA AD 2023-0204-E specifies performing a dye-penetrant inspection in case of a doubt regarding if there is a crack, whereas this emergency AD does not require that action. If there is cracked pilot or co-pilot cyclic stick base, EASA AD 2023-0204-E requires contacting HG [Hélicoptères Guimbal] for approved instructions to replace it with a serviceable part and accomplishing those instructions accordingly and the service information referenced in EASA AD 2023-0204-E specifies contacting HG [Hélicoptères Guimbal] or removing the dual controls and contacting HG [Hélicoptères Guimbal], whereas this emergency AD requires removing the cracked cyclic stick base from service and replacing it with a serviceable cyclic stick base in accordance with a method approved by the FAA, EASA, or Hélicoptères Guimbal EASA Design Organization Approval.

Justification for Immediate Adoption and Determination of the Effective Date

Section 553(b)(3)(B) of the Administrative Procedure Act (APA) (5 U.S.C. 551 *et seq.*) authorizes agencies to dispense with notice and comment procedures for rules when the agency, for “good cause,” finds that those procedures are “impracticable, unnecessary, or contrary to the public interest.” Under this section, an agency, upon finding good cause, may issue a final rule without providing notice and seeking comment prior to issuance. Further, section 553(d) of the APA authorizes agencies to make rules effective in less than thirty days, upon a finding of good cause.

An unsafe condition exists that requires the immediate adoption of this emergency AD to all known U.S. owners and operators of these helicopters. The FAA has found that the risk to the flying public justifies foregoing notice and comment prior to adoption of this rule because the affected component is part of an assembly that is critical to the control of a helicopter. As the FAA also has no information pertaining to the quantity of cracked components that may currently exist in the U.S. fleet or how quickly the condition may propagate to failure, the actions required by this emergency

AD must be accomplished before further flight for certain helicopters. Accordingly, notice and opportunity for prior public comment are impracticable and contrary to the public interest pursuant to 5 U.S.C. 553(b)(3)(B).

In addition, the FAA finds that good cause exists pursuant to 5 U.S.C. 553(d) for making this amendment effective in less than 30 days, for the same reasons the FAA found good cause to forego notice and comment.

Authority for this Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII: Aviation Programs, describes in more detail the scope of the Agency's authority.

The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: General requirements. Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Presentation of the Actual Emergency Airworthiness Directive

The FAA is issuing this emergency airworthiness directive under 49 U.S.C. 106(g), 40113, and 44701 according to the authority delegated to me by the Administrator.

2023-24-51 **Hélicoptères Guimbal**: Project Identifier MCAI-2023-01201-R.

(a) Effective Date

This emergency airworthiness directive (AD) is effective upon receipt.

(b) Affected ADs

None.

(c) Applicability

This emergency AD applies to Hélicoptères Guimbal Model Cabri G2 helicopters, certificated in any category.

(d) Subject

Joint Aircraft Service Component (JASC) Code: 6710, Main Rotor Control.

(e) Unsafe Condition

This emergency AD was prompted by reports of a crack in the pilot cyclic stick base. The FAA is issuing this emergency AD to detect a cracked pilot or co-pilot cyclic stick base. The unsafe condition, if not addressed, could result in failure of the pilot or co-pilot cyclic stick base and subsequent loss of control of the helicopter.

(f) Compliance

Comply with this emergency AD within the compliance times specified, unless already done.

(g) Requirements

Except as specified in paragraph (h) of this emergency AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) Emergency AD 2023-0204-E, dated November 20, 2023 (EASA AD 2023-0204-E).

(h) Exceptions to EASA AD 2023-0204-E

(1) Where EASA AD 2023-0204-E defines “the SB,” this emergency AD requires using Guimbal Mandatory Service Bulletin SB 23-006, Revision B, dated November 14, 2023.

(2) Where EASA AD 2023-0204-E refers to its effective date, this emergency AD requires using the effective date of this emergency AD.

(3) Where EASA AD 2023-0204-E requires compliance in terms of flight hours, this emergency AD requires using hours time-in-service.

(4) Where Table 1 in EASA AD 2023-0204-E states, “Compliance Time after the Effective Date,” for this emergency AD, replace that text with, “Compliance Time after the Effective Date.”

(5) Where Note (1) of EASA AD 2023-0204-E states, “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,” for this emergency AD, replace that text with, “For the initial inspection, a single special flight permit may be issued in accordance with 14 CFR 21.197 and 21.199 to a maintenance location where the actions required by this emergency AD can be accomplished, provided there are no passengers onboard.”

(6) Where the service information referenced in EASA AD 2023-0204-E states performing a dye-penetrant inspection, this emergency AD does not require that action.

(7) Instead of complying with paragraphs (2) and (3) of EASA AD 2023-0204-E and paragraph d) of the service information referenced in EASA AD 2023-0204-E, for this emergency AD, comply with the following: “As a result of an inspection required by paragraph (1) of EASA AD 2023-0204-E, if there is a crack, before further flight, remove the affected part, as defined in EASA AD 2023-0204-E, from service and replace it with a serviceable part, as defined in EASA AD 2023-0204-E, in accordance with a method approved by the Manager, International Validation Branch, FAA; or EASA; or Hélicoptères Guimbal EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.”

(8) This emergency AD does not adopt the “Remarks” section of EASA AD 2023-0204-E.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this emergency AD, if requested using the procedures found in § 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the International Validation Branch, send it to the attention of the person identified in paragraph (j)(1) of this emergency AD or email to: 9-AVS-AIR-730-AMOC@faa.gov. If mailing information, also submit information by email.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(j) Additional Information

(1) For more information about this emergency AD, contact Dan McCully, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone (404) 474-5548; email william.mccully@faa.gov.

(2) For Guimbal service information identified in this emergency AD, contact Hélicoptères Guimbal, 1070, rue du Lieutenant Parayre, Aéroport d'Aix-en-Provence, 13290 Les Milles, France; phone 33-04-42-39-10-88; email support@guimbal.com; or at guimbal.com. You may also view this referenced service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call (817) 222-5110.

(3) The subject of this emergency AD is addressed in EASA Emergency AD 2023-0204-E, dated November 20, 2023. For this EASA material, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu; Internet easa.europa.eu. You may find this EASA material on the EASA website at ad.easa.europa.eu. You may also view this EASA material at the FAA address identified in paragraph (j)(2) of this emergency AD.

Issued on November 21, 2023.

Caitlin Locke, Director,
Compliance & Airworthiness Division,
Aircraft Certification Service.