


<b>EASA</b>	<b>EMERGENCY AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2009-0087-E</b></p> <p><b>Date: 11 April 2009</b></p> <p>Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation</p>	
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p><b>Type Approval Holder's Name :</b> EUROCOPTER</p>		<p><b>Type/Model designation(s) :</b> AS 332 and EC 225 helicopters</p>
<p>TCDS Number : EASA.R.002</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure : None</p>		
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<b>ATA 63</b>	<b>Main Rotor Drive – Magnetic Plug of Main Gear Box Epicyclic Reduction Gear Module – Check</b>	
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<p>Manufacturer(s):</p>	<p>Eurocopter (formerly Eurocopter France)</p>	
<p>Applicability:</p>	<p>AS 332 L2 and EC 225 LP helicopters, all serial numbers.</p>	
<p>Reason:</p>	<p>This emergency Airworthiness Directive (AD) is issued following the accident of the AS 332 L2 helicopter registered G-REDL that occurred on the 1<sup>st</sup> of April 2009, off the coast of Scotland near Aberdeen.</p> <p>The investigation is still in progress and at this early stage, the cause of this accident seems to be connected with a degradation of the epicyclic module of the MGB, the root cause of which is still to be determined. In the light of this information, the detection of any contamination of the MGB is of utmost importance as a precautionary measure.</p> <p>For the reasons described above, this AD requires:</p> <ul style="list-style-type: none"> <li>– on AS 332 L2 helicopters, to check the magnetic plug of the MGB epicyclic reduction gear module on a daily basis and to ensure also that correct MGB maintenance has been applied in case a particle was found on the magnetic plug before issuance of this AD; and</li> <li>– on EC 225LP helicopters, to perform maintenance of the MGB epicyclic reduction gear module each time chip detection occurs and to ensure also that correct MGB maintenance has been applied in case a particle was found on the electric magnetic plug before issuance of this AD.</li> </ul>	

Effective Date:	11 April 2009
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>1. <b>For AS 332 L2 helicopters:</b> <ol style="list-style-type: none"> <li>1.1 Before next flight after the effective date of this AD, and thereafter each day After the Last Flight of the day (ALF inspection) without exceeding 10 Flight Hours (FH) between each ALF, check the MGB epicyclic reduction gear module magnetic plug in accordance with the instructions of paragraph 2.B.1 of Eurocopter AS332 ASB No. 05.00.81 initial issue.</li> <li>1.2 Before next flight after the effective date of this AD, check the helicopter maintenance records in order to determine if, within the last 200FH prior to the effective date of this AD, one or more particles were detected on the magnetic plug of the epicyclic reduction gear module without ensuing complete compliance with maintenance Work Card (WC) 60.00.00.212.001: <ul style="list-style-type: none"> <li>If detection occurred and was not followed by complete maintenance (epicyclic reduction gear module not removed to check chip collector magnets), before further flight, disassemble and inspect the MGB epicyclic reduction gear module in accordance with the instructions of paragraph 2.B.2 of Eurocopter AS332 ASB No. 05.00.81 initial issue.</li> </ul> </li> </ol> </li> <li>2. <b>For EC 225 LP helicopters:</b> <ol style="list-style-type: none"> <li>2.1 After the effective date of this AD, each time particles are detected on the electric magnetic plug of the MGB epicyclic reduction gear module, before further flight, disassemble and inspect the MGB epicyclic reduction gear module in accordance with the instructions of paragraph 2.B.2 of Eurocopter EC225 ASB No. 05A017 initial issue.</li> <li>2.2 Before next flight after the effective date of this AD, check the helicopter maintenance records in order to determine if, within the last 200FH prior to the effective date of this AD, one or more particles were detected on the electric magnetic plug of the epicyclic reduction gear module without ensuing complete disassembly and inspection of the module: <ul style="list-style-type: none"> <li>If detection occurred and was not followed by maintenance as defined above, before further flight, disassemble and inspect the MGB epicyclic reduction gear module in accordance with the instructions of paragraph 2.B.2 of Eurocopter EC225 ASB No. 05A017 initial issue.</li> </ul> </li> </ol> </li> <li>3. <b>For AS 332 L2 and EC 225 LP helicopters:</b> <p>After the effective date of this AD, do not install on any helicopter a MGB, unless its condition has been checked in accordance with the requirements of this AD.</p> </li> </ol>
Ref. Publications:	<p>Eurocopter AS332 ASB 05.00.81 initial issue, dated 10 April 2009.</p> <p>Eurocopter EC225 ASB 05A017 initial issue, dated 10 April 2009.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>

Remarks :	<ol style="list-style-type: none"><li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li><li>2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification.</li><li>3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li><li>4. For any question concerning the technical content of the requirements in this AD, please contact: EUROCOPTER (STDI) – Aéroport de Marseille Provence 13725 Marignane Cedex, France; telephone +33 (4) 12 85 97 97; facsimile +33 (4) 85 99 66; E-mail: <a href="mailto:Directive.technical-support@eurocopter.com">Directive.technical-support@eurocopter.com</a></li></ol>
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