


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2009-0099-E</p> <p>Date: 23 April 2009</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>Type Approval Holder's Name :</p> <p>EUROCOPTER</p>		<p>Type/Model designation(s) :</p> <p>AS 332 and EC 225 helicopters</p>
<p>TCDS Number : EASA R.002</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure: This directive supersedes ADs 2009-0087-E and 2009-0095-E dated respectively 11 and 17 April 2009.</p>		
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ATA 63	Main Rotor Drive – Epicyclic Reduction Gear Module of the Main Gear Box – Checks / Modification	
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Manufacturer(s):	Eurocopter (formerly Eurocopter France)	
Applicability:	AS 332 L2 and EC 225 LP helicopters, all serial numbers.	
Reason:	<p>Emergency Airworthiness Directives 2009-0087-E and 2009-0095-E were issued following the accident of the AS 332 L2 helicopter registered G-REDL that occurred on April 1, 2009, off the coast of Scotland near Aberdeen.</p> <p>Early investigations showed that a failure within the epicyclic reduction gear module of the Main Gear Box (MGB) resulted in the rupture of the MGB case, which allowed the main rotor head to separate from the helicopter.</p> <p>In the light of this information, enhancement of the means for detection of MGB contamination was deemed of the utmost importance. As an initial precautionary measure AD 2009-0087-E dated 11 April 2009 was published with that aim. Additionally, AD 2009-0095-E dated 17 April 2009 was issued to require a one-time inspection for absence of particles in the MGB epicyclic reduction gear module on the entire fleet.</p> <p>While the investigation is still in progress with the aim of determining as soon as possible the sequence of the failure(s) and initiating cause(s), this new AD, which retains the main requirements of the superseded ADs 2009-0087-E and 2009-0095-E, requires modifying the chip collector inside the MGB – located between the epicyclic module and the main module – to enhance the early detection capability of the magnetic plugs of the gearbox sump and the epicyclic module. To that aim, this AD requires removing the magnetic elements installed</p>	

	on the chip collector, and the flanged edged from the chip collector (MOD 07.52522). After accomplishment of the modification, this AD specifies also how to further monitor the MGB epicyclic reduction gear module magnetic plug.
Effective Date:	24 April 2009
Required Action(s) and Compliance Time(s):	<p>(1) Before further flight after the effective date of this AD, remove and inspect the MGB epicyclic reduction gear module in accordance with the instructions of paragraph 2.B.2 of Eurocopter Alert Service Bulletin (ASB) No. 05.00.81 revision 2 (for AS332 helicopters) or ASB No. 05A017 revision 2 (for EC225 helicopters).</p> <p>Accomplishment of the removal/inspection of the MGB epicyclic module, done before the effective date of this AD, in compliance with either AD 2009-0087-E or AD 2009-0095-E satisfies the requirements of paragraph (1) of this AD.</p> <p>(2) Unless already accomplished, before further flight after the effective date of this AD, modify the MGB epicyclic reduction gear module in accordance with the instructions of paragraph 2.B.3 of Eurocopter Alert Service Bulletin (ASB) No. 05.00.81 revision 2 (for AS332 helicopters) or ASB No. 05A017 revision 2 (for EC225 helicopters).</p> <p>(3) After accomplishment of paragraphs (1) and (2) of this AD:</p> <p>(3.1) For AS 332 L2 helicopters, after the effective date of this AD, daily check the magnetic plug of the MGB epicyclic reduction gear module After the Last Flight of the day (ALF inspection) without exceeding 10 Flight Hours (FH) between each ALF, as instructed in paragraph 2.B.1 of Eurocopter AS332 ASB No. 05.00.81 revision 2.</p> <p>(3.2) For EC 225 LP helicopters, 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, obey the applicable maintenance procedures as described in the relevant Aircraft Maintenance Manual.</p> <p>(4) After the effective date of this AD, do not install on any helicopter a MGB, unless it has been checked for condition and modified as instructed in Eurocopter Alert Service Bulletin (ASB) No. 05.00.81 revision 2 (for AS332 helicopters) or ASB No. 05A017 revision 2 (for EC225 helicopters).</p> <p>Reporting to Eurocopter Technical Support (see contact details below)</p> <p>(5) Once completed, inform Eurocopter of accomplishment of paragraphs (1), (2) and (3) of this AD and should particles be found while complying with any requirement of this AD, sent to Eurocopter the particles with a report giving details of their location when first discovered.</p>
Ref. Publications:	<p>Eurocopter AS332 ASB 05.00.81 initial issue dated 10 April 2009, and Revision 2 dated 23 April 2009;</p> <p>Eurocopter EC225 ASB 05A017 initial issue dated 10 April 2009 and Revision 2 dated 23 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">1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification.3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu.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; Tel: +33 (0) 4 12 85 97 97 Fax: +33 (0) 4 42 85 99 66 E-mail: Directive.technical-support@eurocopter.com
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