


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2009-0125-E</p> <p>Date: 12 June 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 17(4) exemption].</p>	
<p>Type Approval Holder's Name :</p> <p>Eurocopter</p>	<p>Type/Model designation(s) :</p> <p>SA 365 AS 365 and SA 366 helicopters</p>
TCDS Number :	France No.159
Foreign AD :	Not applicable
Supersedure :	None
ATA 53	Fuselage - Frame N 9 - Inspection / Repair
Manufacturer(s):	Eurocopter, Eurocopter France, Société Nationale Industrielle Aérospatiale (SNIA)
Applicability:	SA 365 N, SA 365 N1, AS 365 N2 and AS 365 N3 helicopters, all serial numbers, and SA 366 G1 helicopters, all serial numbers.
Reason:	<p>Eurocopter was recently informed of a crack which was discovered in the 9° frame of an AS 365 N2 helicopter which had logged a total of 10 786 flight hours (FH).</p> <p>The crack which was located 230 mm above the cabin floor and which had grown over a large section of the 9° frame, on the right hand (RH) side, was discovered during the Major Inspection of the helicopter.</p> <p>This condition, if not corrected, could lead to the failure of the 9° frame which would adversely affect the structural integrity of the helicopter.</p> <p>Pending the results of the analyses that are currently being conducted to establish the cause of the crack, this AD requires detailed visual inspections on the RH and left hand (LH) side of the 9° frame to detect any crack and, in case a crack is found, to accomplish the associated corrective actions.</p>
Effective Date:	13 June 2009

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) For helicopters having accumulated, at the effective date of this AD, less than 3 190 FH, before the accumulation of 3 200 FH inspect the inner angles and flanges of the 9° frame on the RH side and LH side, in accordance with the instructions of paragraph 2. of Eurocopter Alert Service Bulletin (ASB) AS365 05.00.57 or SA366 05.39, depending on the helicopter type. (2) For helicopters having accumulated, at the effective date of this AD, 3 190 FH or more, within 10 FH from the effective date of this AD inspect the inner angles and flanges of the 9° frame on the RH side and LH side, in accordance with the instructions of paragraph 2. of Eurocopter ASB AS365 05.00.57 or SA366 05.39, depending on the helicopter type. (3) If, during the inspection required by paragraph (1) or (2) of this AD, no crack is found, repeat the inspection required by paragraph (1) or (2) of this AD at intervals not exceeding 110 FH. (4) If, during the inspection required by paragraph (1), (2) or (3) of this AD, a crack is found: <ol style="list-style-type: none"> (4.1) in the inner flange of the 9° frame or the inner angle and the crack length is less than 33 mm: <ul style="list-style-type: none"> - At intervals not exceeding 110 FH, repeat the inspection in accordance with the instructions of paragraph 2. of Eurocopter ASB AS365 05.00.57 or SA366 05.39. - Before next flight, contact Eurocopter to request a "Repair Design Approval Sheet" (RDAS) and perform the repair within 660 FH or 1 year, whichever occurs first. (4.2) in the inner flange of the 9° frame or the inner angle and the crack length is 33 mm or more: <ul style="list-style-type: none"> - Before next flight, contact Eurocopter to request a "Repair Design Approval Sheet" (RDAS) and perform the repair. (4.3) in the inner flange of the 9° frame and in the inner angle: <ul style="list-style-type: none"> - Before next flight, contact Eurocopter to request a "Repair Design Approval Sheet" (RDAS) and perform the repair.
<p>Ref. Publications:</p>	<p>Eurocopter ASB AS365 01.00.60 Revision 0 dated 12 June 2009; Eurocopter ASB SA366 05.39 Revision 0 dated 12 June 2009.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<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; telephone: +33 (0) 4 42 85 97 10; fax: +33 (0) 4 42 85 99 66; E-mail: Airframe.technical-support@eurocopter.com