	AIRWORTHINESS DIRECTIVE No F-2005-116 R1	Distribution: A	Issue date: August 17, 2005	Page : 1/2
Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
	<p style="text-align: center;">No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.</p>			
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: F-2005-116 original issue		
Person in charge of airworthiness: EUROCOPTER		Type(s): AS 332 C, C1, L, L1, AS 332 L2 and EC 225 LP helicopters		
Type certificate(s) No. 56, EASA.R.002 TCDS No 127, EASA.R.002				
ATA chapter: 53	Subject: Fuselage - Intermediate Gear Box (IGB) fairing gutter			

1. EFFECTIVITY:

Helicopters:

- AS 332 C, C1, L, L1 and AS 332 L2, equipped with modification MOD 0725356 (installation of a gutter on the IGB fairing),
- EC 225 LP.

Note 1: Modification 0725356 may have been included on helicopters since new, or as a retrofit action, in compliance with Service Bulletin No. 53.01.10 R0 or R1 for all AS 332 helicopter versions.

Note 2: Modification 0725356 is embodied in the basic definition of the EC 225.

Note 3: Revision 1 of this Airworthiness Directive (AD) does not apply to AS 332 helicopters, all versions, that have been subject to compliance with Revision 0 of EUROCOPTER AS 332 Alert Telex (AT) No. 53.01.47.


2. REASONS:

This Airworthiness Directive (AD) is issued subsequent to a scheduled maintenance operation during which interference was discovered between the angle section of the IGB fairing and the inclined tail rotor drive shaft.

In time, resulting wear of this interference can lead to the failure of the drive shaft and the loss of the tail rotor drive.

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Revision 1 of this AD covers Revision 1 of the referenced EUROCOPTER AS 332 and EC 225, Alert Telexes, stating that MOD 0725356 is embodied in the basic definition of the EC 225.

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3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures must be applied once and are rendered mandatory as from the effective date of the original issue of this AD:

3.1. At the latest at the check after the last flight of the day:

- Visually check that there is no interference between the IGB fairing gutter and the inclined tail rotor drive shaft,
- Carry out a tactile check, in order to make sure that the gutter is correctly secured to the IGB fairing without any loose attachment rivets,

in compliance with the instructions specified in § 2.B. of the referenced EUROCOPTER AS 332 and EC 225 Alert Telexes (AT) corresponding to the helicopter version.

3.2. If interference is found:

Remove and replace the inclined drive shaft before resuming flights.

3.3. If there is no interference and if rivets are found to be loose:

- Replace any loose rivets before resuming flights, in compliance with the instructions specified in § 2.B. of the referenced EUROCOPTER Alert Telex corresponding to the helicopter version.

4. REFERENCE PUBLICATIONS:

EUROCOPTER AS 332 Alert Telex No. 53.01.47 R1
EUROCOPTER EC 225 Alert Telex No. 53A001 R1
(Any subsequent approved revision to these ATs is acceptable).

5. EFFECTIVE DATES:

Original issue : On receipt of the emergency AD issued on June 30, 2005

Revision 1 : On receipt, as from August 17, 2005.

6. REMARK:

For any questions concerning the technical content of the requirements in this AD, please contact:

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7. APPROVAL:

This AD Revision is approved under EASA reference No 2005-6143 dated August 09, 2005.