

	<b>AIRWORTHINESS DIRECTIVE</b> <b>No F-2005-118</b>	Distribution: <b>A</b>	Issue date: <b>August 03, 2005</b>	Page : <b>1/2</b>
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>	
	<b>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.</b>			
Corresponding foreign Airworthiness Directive(s): <b>Not applicable</b>		Airworthiness Directive(s) replaced: <b>UF-2005-118</b>		
Person in charge of airworthiness: <b>EUROCOPTER</b>		Type(s): <b>AS 332 L2 and EC 225 LP helicopters</b>		
Type certificate(s) No. <b>56, EASA.R.002</b> TCDS No <b>127, EASA.R.002</b>				
ATA chapter: <b>53</b>	Subject: <b>Fuselage - Frame 5295 and rear MGB suspension bar attaching fittings</b>			

**1. EFFECTIVITY:**

Helicopters AS 332 L2 and EC 225 LP.

**2. REASON:**

This Airworthiness Directive (AD) is issued following the discovery of a crack in the frame 5295, in the area of the screws that secure the mounting plate of the fitting of the rear LH MGB suspension bar to the frame, and tightening torque loss on some of the bolts that secure the rear MGB suspension bar attaching fittings.

**3. MANDATORY ACTIONS AND COMPLIANCE TIMES:**

The following measures are rendered mandatory as from the effective date of this AD:

No later than within the next 75 flying hours:

**3.1.** Check the frame 5295 for cracks, and check the tightening torque of the bolts that secure the MGB suspension bar attaching fittings, in compliance with the instructions specified in § 2.B. of the referenced EUROCOPTER AS 332 or EC 225 Alert Telex (AT), corresponding to the aircraft version.

**3.2.** Interpretation of the results:

**3.2.1.** If a crack is found in the frame 5295 and/or in the skin panel and/or in at least one of the two rear MGB suspension bar mounting plates:

Suspend flights.

**3.2.2.** If no crack is found in the frame 5295, in the inner/outer skin panel, and in the rear MGB suspension bar mounting plates and attaching fittings, but the loss of the tightening torque of each of the eight nuts of the bolts that secure the fittings does not exceed 20%:

Before resuming flights, re-adjust the tightening torque of all the nuts to the recommended tightening torque, in compliance with the instructions specified in § 2.B.2.b.1. of the referenced AT, corresponding to the aircraft version.



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**3.2.3.** If no crack is found in the frame 5295, in the skin panel, and in the 2 rear MGB suspension bar mounting plates, but if the tightening torque loss exceeds 20% of the minimum recommended tightening torque, on at least one of the eight nuts of the bolts that secure the fittings:

Before resuming flights, comply with the instructions specified in § 2.B.3. of the referenced AT, corresponding to the aircraft version, in order to:

- check and re-adjust the tightening torque of the 14 nuts of the screws that secure the rear mounting plates,
- carry out a dye penetrant crack detection inspection on the 4 bolts that secure the MGB suspension bar attaching fittings, and replace the 4 bolts if a crack is found in one of these 4 bolts.

**4. REFERENCE PUBLICATIONS:**

EUROCOPTER AS 332 Alert Telex n° 53.01.49  
EUROCOPTER AS 332 Alert Telex n° 53A002  
(Any further approved revision of these ATs is acceptable).

**5. EFFECTIVE DATE:**

Upon receipt of the Emergency AD issued on July 06, 2005.

**6. REMARKS:**

This AD has been the subject of an Emergency diffusion on July 06, 2005.

For questions concerning the technical contents of this AD's requirements, contact:

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**7. APPROVAL:**

This AD is approved under EASA reference No 2005-6060 dated July 05, 2005.