	AIRWORTHINESS DIRECTIVE No F-2006-020	Distribution: A	Issue date: February 01, 2006	Page : 1/3
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>	
	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.			
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: F-2004-161 and F-2005-118 cancelled by their Revision 1, UF-2006-020		
Person in charge of airworthiness: EUROCOPTER		Type(s): AS 332 L2 helicopters		
Type certificate(s) No. 56 TCDS No 127				
ATA chapter: 53	Subject: Fuselage - Check of frame 5295 and of the outer skin paneling at the attachment points of the MGB sliding cowling rails and of the attachment of the MGB suspension bar fitting			

1. EFFECTIVITY:

EUROCOPTER AS 332 L2 helicopters, all serial numbers.

2. REASONS:

This Airworthiness Directive (AD) is issued following an additional report of a crack, discovered on the LH side of frame 5295 during the monitoring of this frame, and the tightening torque check of the bolts of the MGB bar attaching fittings, in compliance with AD No. F-2005-118.

This crack is similar to another crack occurrence on frame 5295 which is subject to other monitoring measures covered by AD No. F-2004-161.

This latest AD replaces AD No. F-2004-161 and AD No. F-2005-118 which are cancelled by their Revision 1, in order to redefine the monitoring measures for the affected zones of frame 5295:

- on the outside of the helicopter, on the skin paneling and on the butt strap, at the attachment points of the MGB sliding cowling rails,
- on the inside of the helicopter, on frame 5295 and on the skin paneling at:
 - ? the attachment points of the MGB rear bar attaching fittings,
 - ? the sliding cowling rail attachment points.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The actions specified below are rendered mandatory as from the effective date of this AD:

3.1. Helicopters fitted with a frame 5295 having logged 500 flying hours or more:



3.1.1. At the latest at the next ALF-check (check after the last flight of the day), then at each ALF-check, visually check, in compliance with the instructions given in paragraph 2.B.1. of EUROCOPTER AS332 L2 Alert Telex (AT) No. 05.00.63 R1 referenced below, that there is no crack in the outer skin paneling and the butt strap in the zones of the MGB sliding cowling LH and RH attachment points on frame 5295.

If a crack is found in an outer skin paneling zone 2, depicted in the drawing provided in the Alert Telex referenced below, visually check, in compliance with the instructions given in paragraph 2.B.2. of the AT referenced below, that there is no crack in the corresponding zone 2 of frame 5295.

a) If no crack is found in frame 5295:

- Repair the cracked skin in compliance with Repair Sheet (FR) No. 332.53.73.05, no later than within 50 flying hours.
- Pending embodiment of the repair, check, at each ALF-check and in compliance with the instructions given in AT paragraph 2.B.2., that there is no crack in zones 1 and 2 of frame 5295, defined in the AT referenced below.
- During embodiment of the repair, carry out a dye penetrant crack detection inspection in order to ensure that there is no crack in the visible part of the upper flange of frame 5295. If a crack is found, suspend flights.
- After embodiment of the repair, continue the monitoring checks in compliance with paragraph 2.B.1. of the AT referenced below, at each ALF-check.

b) If a crack is found in frame 5295:

Suspend flights.

3.1.2. No later than within 50 flying hours, then at intervals not exceeding 50 flying hours, visually check, in compliance with the instructions given in paragraph 2.B.2. of the AT referenced below, that there is no crack in zones 1 and 2 on frame 5295, (defined in the AT referenced below), and in the inner skin paneling.

a) If no crack is found in the two zones on the RH side and the two zones on the LH side of frame 5295 and in the inner skin paneling:


Resume flights.

b) If a crack is found in one of the zones on the RH or LH side of frame 5295:

Suspend flights.

c) If a crack is found in the inner skin paneling and no crack is found in frame 5295:

- Repair the cracked skin in compliance with Repair Sheet (FR) No. 332.53.73.05 no later than within 50 flying hours.
- Pending embodiment of the repair, check, at each ALF-check and in compliance with the instructions given in paragraph 2.B.2. of the AT referenced below, that there is no crack in zones 1 and 2 of frame 5295, defined in the AT referenced below.
- During embodiment of the repair, carry out a dye penetrant crack detection inspection in order to ensure that there is no crack in the visible part of the upper flange of frame 5295. If a crack is found, suspend flights.
- After embodiment of the repair, continue the monitoring checks in compliance with paragraph 2.B.2. of the AT referenced below, at intervals not exceeding 50 flying hours.

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3.1.3. In addition, for helicopters before embodiment of MOD 0726478:

No later than within 75 flying hours, comply once with the instructions given in paragraph 2.B.3. of the AT referenced below.

3.2. Helicopters fitted with a frame 5295 having logged less than 500 flying hours:

3.2.1. At the latest at the ALF-check following the day, when frame 5295 has reached 500 flying hours, then at each ALF-check, comply with the instructions given in paragraph 2.B.1. of the AT referenced below.

3.2.2. At the latest after frame 5295 has logged 550 flying hours, then at intervals not exceeding 50 flying hours, comply with the instructions given in paragraph 2.B.2. of the AT referenced below.

3.2.3. In addition, for helicopters before embodiment of MOD 0726478:

At the latest when frame 5295 has reached 575 flying hours, comply once with the instructions given in paragraph 2.B.3. of the AT referenced below.

4. REFERENCE PUBLICATION:

EUROCOPTER AS 332 L2 Alert Telex No 05.00.63 R1
(Any further approved revision of this AT is acceptable).

5. EFFECTIVE DATE :

Upon receipt of the emergency AD issued on January 16, 2006.

6. REMARKS:

This AD has been the subject of an emergency AD issued on January 16, 2006.

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

EUROCOPTER (STXI) - Aéroport de Marseille Provence 13725 Marignane Cedex – France
Tel.: 33 (0) 4 42 85 97 97 - Fax : 33 (0) 4 42 85 99 66
E-Mail : Directive.technical-support@eurocopter.com

7. APPROVAL:

This AD is approved under EASA reference No. 2006-0012-E dated January 16, 2006.