	<b>AIRWORTHINESS DIRECTIVE</b> <b>No F-2002-257-080 R1</b>		Distribution: <b>A</b>	Issue date: <b>March 02, 2005</b>	Page : <b>1/3</b>
	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>	
Direction générale de l'aviation civile France  GSAC publication	<p style="text-align: center;"><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></p>				
Corresponding foreign Airworthiness Directive(s): <b>Not applicable</b>			Airworthiness Directive(s) replaced: <b>2002-257-080 original issue</b>		
Person in charge of airworthiness: <b>EUROCOPTER</b>			Type(s): <b>AS 332 C, C1, L and L1 helicopters</b>		
Type certificate(s) No. <b>56</b> TCDS No <b>127</b>					
ATA chapter: <b>30</b>		Subject: <b>Ice and rain protection - Electrical multi-purpose air intakes</b>			

### 1. EFFECTIVITY:

AS 332 helicopter versions C, C1, L and L1 fitted with electrical multi-purpose air intakes (MPAIs) modified per MODs 0725974 and 0725998 or in compliance with EUROCOPTER AS 332 Service Bulletin (SB) No. 30.00.46 and fitted with pipes PN 332A72-1893-00 (LH side) and PN 332A72-1893-01 (RH side).

**Note 1:** This Airworthiness Directive (AD) neither replaces nor modifies AS 332 AD No. F-1998-201-068 R3.

**Note 2:** This AD is intended for maintenance personnel and crews.

### 2. REASONS:


This AD is issued following the discovery of non-compliant P2 pipes, which might cause insufficient inflation of the bullet seal and lead to engine flame-out during flights in icing conditions.

The purpose of Revision 1 of this AD is to cover:

- the replacement of EUROCOPTER AS 332 Alert Telex No. 30.00.52 R1 with an Alert Service Bulletin (ASB) bearing the same reference number, with no change to the technical content,
- Revision 3 of AS 332 AD No. F-1998-201-068 (A) specified in Note 1 of "Effectivity" § 1.

### 3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

**3.1.** Before performing any flight in icing conditions (as defined below), the following measures are rendered mandatory as from the effective date of the original edition of this AD.

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**3.1.1.** Helicopters not equipped with MPAL blanking covers (corresponding to MOD 332A0725885 or in compliance with EUROCOPTER AS 332 SB No. 30.00.44).

- In this case, the following temporary prohibitions are added for flights in the icing conditions listed in Basic Flight Manual Section 2:
  - It is forbidden to fly into clouds or in fog at an OAT (read) equal to or lower than plus 3° Celsius.
  - It is forbidden to fly in rain at an OAT (read) within the following temperature range:
    - equal to or above minus 3° Celsius,
    - equal to or lower than plus 3° Celsius.
  - It is forbidden to fly in falling or recirculating snow at an OAT (read) equal to or above minus 3° Celsius.
  - It is forbidden to take off after standing-by on ground or taxiing in falling snow at read-off OAT equal to or above minus 3° Celsius.
- Check the bullet seal inflation in compliance with the instructions described in § 2 of referenced AS 332 ASB No. 30.00.52, on the next removal of the engines or no later than within the next 550 flight hours or 24 months (whichever limit is reached first), and before performing any flight in the conditions defined above.

According to the results of the bullet seal inflation check:

- If the pressure read on the pressure gage is equal to or more than 3 bars (RH and LH sides), the pipes meet the requirements and no action is necessary before resuming flights.
- If the pressure read on the pressure gage is less than 3 bars on one of the 2 sides, replace the pipe(s) that does (do) not meet the requirements, in compliance with the instructions described in § 2.B.4. of the referenced ASB, before performing any further flights.

**3.1.2.** Helicopters equipped with MPAL blanking covers (corresponding to MOD 332A0725885 or in compliance with EUROCOPTER AS 332 SB No. 30.00.44).

In this case, the icing conditions specified in Basic Flight Manual Section 2 remain unchanged.

Check the bullet seal inflation in compliance with the instructions described in § 2 of the referenced ASB, on the next removal of the engines or no later than within the next 550 flight hours or 24 months (whichever limit is reached first).

### **3.2. Spares:**


Before installing an electrical MPAL assembly or pipes specified in § 1 of this AD, on an aircraft, comply with the instructions described in § 2 of the referenced ASB.

## **4. REFERENCE PUBLICATION:**

EUROCOPTER AS 332 Alert Service Bulletin No. 30.00.52  
 (Any subsequent approved revision to this ASB is acceptable).

## **5. EFFECTIVE DATES:**

**Original issue** : Upon receipt as from May 15, 2002  
**Revision 1** : March 12, 2005.

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**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 2005-1916 dated February 22, 2005.