	AIRWORTHINESS DIRECTIVE No F-2005-178	Distribution: A	Issue date: November 23, 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>	
	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: UF-2005-178 and F-2005-129 cancelled by its Revision 1		
Person in charge of airworthiness: EUROCOPTER		Type(s): AS 332 L2 helicopters		
Type certificate(s) No. 56 TCDS No 127				
ATA chapter: 62	Subject: Rotor(s) - Presence check of the swashplate bearing attaching screw heads			

1. EFFECTIVITY:

EUROCOPTER AS 332 L2 helicopters equipped with main rotor mast assemblies, all part numbers.

2. REASONS:

This Airworthiness Directive (AD) is issued following the discovery of a case of broken screw heads originating from the swashplate bearing attaching screws. In time, the failure of these screw heads could lead to a loss of control of the helicopter.

This AD incorporates the requirements of AD F-2005-129, cancelled by its Revision 1, and reduces the interval of the periodic integrity check of the swashplate bearing attaching screws from every 100 flying hours to every 25 flying hours.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

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


3.1. Installed main rotor mast assembly having logged less than 750 flying hours since new or last overhaul:

At the latest at 770 flying hours, then at intervals not exceeding 25 flying hours, perform a visual or tactile check of the screw heads, in order to make sure that all the screw heads are in place, in compliance with the instructions specified in EUROCOPTER AS 332 Alert Telex (AT) No. 62.00.66 R2 referenced below.

3.2. Installed main rotor mast assembly having logged 750 flying hours or more since new or last overhaul:

3.2.1. Installed main rotor mast assembly that was checked less than 5 flying hours ago in compliance with AD F-2005-129 issued on July 15, 2005.

- No later than within 25 flying hours, then at intervals not exceeding 25 flying hours, comply with the instructions specified in § 2.B. of the AT referenced below.

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3.2.2. Installed main rotor mast assembly that was checked more than 5 flying hours ago in compliance with AD F-2005-129 issued on July 15, 2005.

- No later than within 20 flying hours, then at intervals not exceeding 25 flying hours, comply with the instructions specified in § 2.B. of the AT referenced below.

3.3. Non-installed main rotor mast assembly having logged more than 750 flying hours since new or last overhaul:

Before installation on a helicopter, comply with the instructions specified in § 2.B. of the AT referenced below.

3.4. If one screw head or more than one screw head is missing after having complied with § 2.B. of the AT referenced below:

3.4.1. Installed main rotor mast assembly:
Remove the main rotor mast assembly before the next flight.

3.4.2. Non-installed main rotor mast assembly:
Do not install this main rotor mast assembly.

4. REFERENCE PUBLICATION:

EUROCOPTER AS 332 L2 Alert Telex No 62.00.66 R2
(Any further approved revision of this AT is acceptable).

5. EFFECTIVE DATE:

Upon receipt of the emergency AD issued on October 27, 2005.

6. REMARKS:

This AD has been the subject of an emergency diffusion on October 27, 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 2005-6385 dated October 27, 2005.