


EASA	AIRWORTHINESS DIRECTIVE	
	<p style="text-align: center;">AD No: 2006-0102 R1</p> <p style="text-align: center;">Date: 27 October 2006</p>	
<p>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>		
<p>Type Approval Holder's Name: EUROCOPTER</p>	<p>Type/Model designation(s): EC 225 LP helicopters</p>	
<p>TCDS Number: EASA R.002</p>		
<p>Foreign AD: Not applicable.</p>		
<p>Revision/Supersedure: This AD revises and supersedes EASA EAD 2006-0102-E</p>		
<p>53</p>	<p style="text-align: center;">Fuselage – Frame 5295 and outer skin paneling at the attachment points of the MGB sliding cowling rails and of the attachment of the MGB suspension bar fitting – Check/Repair</p>	
<p>Manufacturer(s):</p>	<p>EUROCOPTER</p>	
<p>Effectivity:</p>	<p>EUROCOPTER EC 225 LP helicopters, all serial numbers, before embodiment of MOD 0726493 or 0726517 (or in compliance with EUROCOPTER Service Bulletin No. 53-003)</p>	
<p>Reason:</p>	<p>DGAC AD F-2006-021 was issued following several reports of cracks discovered in frame 5295 on AS 332 L2 helicopters.</p> <p>EASA Emergency AD 2006-0102-E, which replaced DGAC AD F-2006-021, was issued in order to cover the conversion of EUROCOPTER EC 225 LP Alert Telex No. 05A001 into an Alert Service Bulletin (ASB) with the same reference number, while maintaining the same monitoring measures for the initially affected zones 1 and 2, on the RH and LH side of frame 5295:</p> <ul style="list-style-type: none"> - 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 (this daily check is facilitated by MOD 0726478), - on the inside of the helicopter, on frame 5295 and on the skin paneling at: <ul style="list-style-type: none"> . the attachment points of the MGB rear suspension bar attaching fittings, . the sliding cowling rail attachment points. <p>In addition, this latest AD extends the monitoring to an additional zone 3, on the RH and LH side of frame 5295, in the area of the hoist arm or optional exhaust gas deflector attachment bolt holes.</p>	

	<p>The purpose of Revision 1 of this AD is:</p> <ul style="list-style-type: none"> - to cover Revision 1 of the ASB referenced below, with no change to the technical content, - and to inform you that embodiment of MOD 0726493 or 0726517 (or compliance with EUROCOPTER Service Bulletin No. 53-003) cancels the instructions given in this AD.
Effective Date:	10 November 2006
Compliance:	<p>The following measures are mandatory as from January 12, 2006, the effective date of DGAC AD No. F-2006-021.</p> <p>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 specified in paragraph 2.B.1. of EUROCOPTER EC 225 LP Alert Service Bulletin (ASB) No. 05A001 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 rail attachment points on frame 5295.</p> <p>If a crack is found in the outer skin paneling in a zone 2 depicted in the drawing provided in the ASB referenced below, visually check, in compliance with the instructions specified in paragraph 2.B.2. of the ASB referenced below that there is no crack in the corresponding zone 2 of frame 5295.</p> <p>a) If no crack is found in frame 5295 in this zone 2:</p> <ul style="list-style-type: none"> - No later than within 50 flying hours, repair the cracked skin paneling, in compliance with an approved EUROCOPTER Repair Sheet (FR). - Pending embodiment of the repair, check at each ALF-check and in compliance with the instructions given in paragraph 2.B.2. of the ASB referenced below that there is no crack in frame 5295 in zones 1, 2 and 3, defined in the ASB 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 ASB referenced below, at each ALF-check. <p>b) If a crack is found in frame 5295 in this zone 2:</p> <p>Suspend flights.</p> <p>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 ASB referenced below that there is no crack in frame 5295 and the inner paneling, on the RH and LH side, in zones 1, 2 and 3, on the RH and LH side, defined in the ASB referenced below.</p> <p>a) If no crack is found in the three zones on the RH and LH side of frame 5295 and in the inner skin paneling:</p> <p>Resume flights.</p> <p>b) If a crack is found in one of the zones on the RH or LH side of frame 5295:</p> <p>Suspend flights.</p>

	<p>c) If a crack is found in the inner skin paneling and no crack is found in frame 5295:</p> <ul style="list-style-type: none"> - No later than within 50 flying hours, repair the cracked skin paneling, in compliance with an approved EUROCOPTER Repair Sheet (FR). - Pending embodiment of the repair, check at each ALF-check and in compliance with the instructions given in paragraph 2.B.2. of the ASB referenced below, that there is no crack in frame 5295 in zones 1, 2 and 3, defined in the ASB 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 ASB referenced below, at intervals not exceeding 50 flying hours. <p>3. In addition, Helicopters before embodiment of MOD 0726478:</p> <p>No later than within 75 flying hours, comply once with the instructions given in paragraph 2.B.3. of the ASB referenced below, corresponding to MOD 0726478 which consists in cutting the MGB sliding cowling rails.</p>
<p>Ref. Publications:</p>	<p>Eurocopter EC 225 LP Alert Service Bulletin No. 05A001 R1 or later approved revisions.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. The original issue of this AD was issued as an Emergency AD. 3. Enquiries regarding this AD should be addressed to AD Focal Point, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu 4. For any questions concerning the technical content of the requirements in this AD, please contact: EUROCOPTER (STDI) - 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