


EASA	AIRWORTHINESS DIRECTIVE	
	<p style="text-align: center;">AD No: 2006-0103 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): AS 332 L2 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 2006-0103-E</p>		
<p>53</p>	<p>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 AS 332 L2 helicopters, all serial numbers, before embodiment of:</p> <ul style="list-style-type: none"> - MOD 0726517 (or in compliance with EUROCOPTER Service Bulletin No. 53.01.52) or, - Repair Sheet (FR) 332 53 507 06 	
<p>Reason:</p>	<p>DGAC AD F-2006-020 was issued following several reports of cracks discovered in frame 5295 on AS 332 L2 helicopters.</p> <p>EASA Emergency AD 2006-0103-E, which replaced DGAC AD F-2006-020, was issued in order to cover the conversion of EUROCOPTER AS 332 Alert Telex No. 05.00.63 into an Alert Service Bulletin (ASB) with the same reference number, while maintaining 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, frame 5295 and on the skin paneling at: <ul style="list-style-type: none"> . the attachment points of the rear MGB bar attachment 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 and 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 technicaltechnical content, - and to inform you that embodiment of MOD 0726517 (or compliance with EUROCOPTER SB No. 53.01.52) or Repair Sheet (FR) 332 53 507 06 cancels compliance with the instructions given this AD.
Effective Date:	10 November 2006
Compliance:	<p>The following measures are mandatory as from January 16, 2006, the effective date of DGAC AD No. F-2006-020:</p> <p>1 – Helicopters fitted with a frame 5295 that has logged 500 flying hours or more.</p> <p>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 ASB 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 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 given in paragraph 2.B.2. of the referenced 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 Repair Sheet FR No. 332.53.73.05 or FR No. 332.53.19.06, according to the location of the crack in the skin paneling. - 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 style="padding-left: 40px;">Suspend flights.</p> <p>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 ASB referenced below, that there is no crack</p>

in frame 5295 and the inner paneling on the RH and LH side, in zones 1, 2 and 3, defined in the ASB referenced below.

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:

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:

- No later than within 50 flying hours, repair the cracked skin paneling in compliance with Repair Sheet FR No. 332.53.73.05 or FR No. 332.53.19.06, according to the location of the crack in the skin paneling.

- 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 inspection checks in compliance with paragraph 2.B.2. of the ASB referenced below, at intervals not exceeding 50 flying hours.

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 ASB referenced below, Corresponding to MOD 0726478 which consists in cutting the MGB sliding cowling rails.

2 – Helicopters fitted with a frame 5295 that has logged less than 500 flying hours.

2.1. After frame 5295 has logged 500 flying hours, during each ALF-check, comply with the instructions given in paragraph 2.1. of the ASB referenced below (the same checks and interpretation of the results as those specified in paragraph 1.1. above).

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 ASB referenced below (the same checks and interpretation of the results as those specified in paragraph 1.2. above).

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

At the latest after frame 5295 has logged 575 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.
Ref. Publications:	Eurocopter AS 332 L2 Alert Service Bulletin No. 05.00.63 R1 or later AS 332 L2 Alert Service Bulletin No. 05.00.63 R1. approved revisions.
Remarks:	<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 5. Tel: 33 (0) 4 42 85 97 97 - Fax: 33 (0) 4 42 85 99 66. E-mail: Directive.technical-support@eurocopter.com .