


<b>EASA</b>	<b>EMERGENCY AIRWORTHINESS DIRECTIVE</b>	
	<p style="text-align: center;"><b>AD No: 2006-0306-E</b></p> <p style="text-align: center;"><b>Date: 10 October 2006</b></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.		
<b>Type Approval Holder's Name:</b>	<b>Type/Model designation(s):</b>	
EUROCOPTER	AS 332 C, C1, L, L1 and L2 helicopters	
TCDS Number: EASA R.002		
Foreign AD: Not applicable.		
Supersedes: Not applicable.		
<b>ATA 67</b>	<b>Rotor Flight Controls – Bolts attaching the Main Servo-Controls to the non-rotating Swash-Plate – Check/Replacement</b>	
<b>Manufacturer(s):</b>	EUROCOPTER	
<b>Applicability:</b>	AS 332 C, C1, L, L1 and L2 helicopters.	
<b>Reason:</b>	<p>This Airworthiness Directive (AD) is issued following the failure of an attachment bolt securing the main rotor RH servo-control to the non-rotating swash-plate.</p> <p>Failure of the servo-control / swash-plate attachment in flight leads to a catastrophic situation.</p>	
<b>Effective Date:</b>	11 October 2006	
<b>Compliance:</b>	<p>The following measures are mandatory from the effective date of this AD:</p> <ol style="list-style-type: none"> <li>1. On attachment bolts having logged 500 operating hours or more, check once, within 15 flying hours, the tightening torque and the condition of the three bolts that attach the main servo-controls to the non-rotating swash-plate, in compliance with the instructions given in paragraph 2.B. of the EUROCOPTER Alert Service Bulletin (ASB) referenced below.</li> <li>2. Interpretation of the results concerning the condition of the three servo-</li> </ol>	

	<p>control / non-rotating swash-plate attachment bolts:</p> <p>If there is a crack in the bolts or if the differential wear on the diameter of the bolts, between the areas defined in paragraph 2.B. of the referenced ASB, is more than 0.05 mm, scrap the bolts before resuming flights.</p> <p><b>3.</b> Before installation on a helicopter, of a main rotor servo-control / non-rotating swash-plate attachment bolt having logged operating hours and held in your spare part stores, comply with the instructions given in paragraph 2.B.2. of the ASB referenced below.</p>
Ref. Publications:	EUROCOPTER AS 332 C, C1, L, L1 and L2 Alert Service Bulletin No. 67.00.36 or later approved revisions.
Remarks:	<ol style="list-style-type: none"> <li>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.</li> <li>2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification.</li> <li>3. Enquiries regarding this AD should be addressed to the AD Focal Point, Certification Directorate, EASA; E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any questions concerning the technical content of the requirements in this AD, please 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: <a href="mailto:Directive.technical-support@eurocopter.com">Directive.technical-support@eurocopter.com</a> .</li> </ol>