


EASA	AIRWORTHINESS DIRECTIVE	
	<p style="text-align: center;">AD No : 2007- 0079</p> <p style="text-align: center;">Date: 27 March 2007</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</p>	
<p>TCDS Number: EASA.R.002</p>		
<p>Foreign AD: Not applicable</p>		
<p>Supersedure: DGAC France F-2000-463-016 R5</p>		
ATA 53	Fuselage - Cracks on Frame 5295-Inspection/Modification/Repair	
<p>Manufacturer:</p>	<p>EUROCOPTER (formerly EUROCOPTER France)</p>	
<p>Applicability:</p>	<p>EUROCOPTER AS 332 L2 helicopters, all serial numbers that have neither embodied: - MOD 0726192 (Eurocopter AS 332 Service Bulletin No.53.01.32) nor - Repair Sheet (FR) No. 332-53-09-01 nor - MOD 0726517 (Eurocopter AS 332 Service Bulletin No. 53.01.52) nor - Repair Sheet (FR) No. 332-53-507-06.</p>	
<p>Reason:</p>	<p>The superseded Airworthiness Directive (AD) F-2000-463-016 R5 was issued following a report of cracks occurrence on the RH side of frame 5295, on both sides of the horizontal members at Z1350. These cracks were located above the horizontal member and beneath it in the blending radii of the attachment ribs of the frame horizontal members and ran across the fuselage skin.</p> <p>This AD introduces 2 new optional terminating actions for the requirements of the present AD which consist in reinforcing the frame 5295 before any crack originates in it.</p>	
<p>Effective Date:</p>	<p>10 April 2007</p>	

Compliance:	<p>RESTATEMENT OF F-2000-463-016 R5</p> <p>From 07 June 2003 (effective date of DGAC France F-2000-463-016 R5):</p> <p><u>1. For Helicopters that have logged more than 5000 Flight Hours (FH):</u></p> <p>Within the next 200 FH, and thereafter at intervals not to exceed 200 FH, visually check for cracks, on the RH and LH sides of the helicopter, the frame 5295 and the horizontal members at Z1350, in accordance with the accomplishment instructions of the Eurocopter AS 332 L2 Alert Service Bulletin (ASB) No. 53.01.28 R2.</p> <p><u>2. For Helicopters that have logged 5000 FH or less:</u></p> <p>At the latest, upon accumulation of 5000 FH, and thereafter at intervals not to exceed 200 FH, visually check for cracks, on the RH and LH sides of the helicopter, the frame 5295 and the horizontal members at Z1350, in accordance with the accomplishment instructions of the Eurocopter AS 332 L2 ASB No. 53.01.28 R2.</p> <p>NEW STATEMENT OF THIS AD</p> <p>Note: At the operator's discretion and provided that no crack is found in frame 5295, reinforcement of the frame 5295 per implementation of MOD 0726192 or MOD 0726517 or FR No.332-53-09-01 or FR No. 332-53-507-06 is considered as a terminating action for the requirements of this AD.</p> <p>3. If any crack is found, ground the rotorcraft.</p>
Ref. Publications:	<p>EUROCOPTER AS 332 L2 ASB No. 53.01.28 R2 or later approved revision.</p>
Remarks :	<p>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.</p> <p>2. This AD was posted as PAD 07-041 for consultation on 08 March 2007 with a comment period until 22 March 2007.No comments were received during the consultation period.</p> <p>3. Enquiries regarding this Airworthiness Directive should be referred to the AD Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.europa.eu .</p> <p>4. For any question concerning the technical content of the requirements in this AD, please contact: EUROCOPTER 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</p>