


<b>EASA</b>	<b>EMERGENCY AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2007-0082-E</b></p> <p><b>Date: 27 March 2007</b></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><b>Type Approval Holder's Name:</b></p> <p>EUROCOPTER</p>	<p><b>Type/Model designation(s):</b></p> <p>AS 332 and SA 330 helicopters</p>	
<p>TCDS Number: EASA R.002</p>		
<p>Foreign AD: Not applicable</p>		
<p>Supersedes: Not applicable</p>		
<p><b>ATA 76.</b></p>	<p><b>Engine Controls – Fuel Shut-Off Control Lever – Check / Reconditioning</b></p>	
<p>Manufacturer(s):</p>	<p>EUROCOPTER (Formerly EUROCOPTER FRANCE, AEROSPATIALE).</p>	
<p>Effectivity:</p>	<p>AS 332 C, AS 332 C1, AS 332 L, AS 332 L1 and AS 332 L2 helicopters and SA 330 F, SA 330 G and SA 330 J helicopters, all serial numbers.</p>	
<p>Reason:</p>	<p>This Emergency Airworthiness Directive (EAD) is issued following two reports of jamming of one of the fuel shut-off control levers discovered during maintenance scheduled check of these controls.</p> <p>This jamming originates from the relevant tangential gearboxes. In both cases, the grease in the left tangential gearbox solidified and in one of the two cases, the right tangential gearbox showed traces of extensive corrosion.</p> <p>This may be an unsafe condition in case of an aircraft emergency as jamming of the fuel shut-off control prevents:</p> <ul style="list-style-type: none"> <li>- the fuel cock at the engine inlet from closing and may thus maintain a fire,</li> <li>- the engine compartment ventilation flap from closing, which can reduce the efficiency of the extinguishing agent, in the event of firing after fire alarm,</li> <li>- operation of the general cut-off control so that switching-off the electrical power system may become impossible if needed.</li> </ul> <p>This EAD therefore requires operators to carry out a functional check of the fuel shut-off controls and to recondition and grease the tangential gearboxes.</p>	
<p>Effective Date:</p>	<p>29 March 2007</p>	

Compliance:	<p>The following measures are mandatory from the effective date of this AD.</p> <p><b>1 – Helicopters which are 4 years old and older:</b></p> <p><b>1.1</b> Within 15 Flight Hours (FH), check the fuel shut-off controls for correct operation, in accordance with the accomplishment instructions given in § 2.B.1 of AS 332 Alert Service Bulletin (ASB) No. 76.00.04 and SA 330 Alert Service Bulletin (ASB) No. 76.03 corresponding to the aircraft version, and analyze the results according to § 3 below, then,</p> <p><b>1.2</b> Within 6 months, check and grease-lubricate the tangential gearboxes in accordance with the accomplishment instructions given in § 2.B.2 of the referenced ASBs corresponding to the aircraft version.</p> <p><b>2 – Helicopters which are less than 4 years old:</b></p> <p><b>2.1</b> At the latest when the helicopter is 4 years old, check the fuel shut-off controls for correct operation, in accordance with the accomplishment instructions given in § 2.B.1 of the referenced ASBs corresponding to the aircraft version and analyze the results according to § 3 below, then,</p> <p><b>2.2</b> At the latest when the helicopter reaches 4 and a half years, check and grease-lubricate the tangential gearboxes in accordance with the accomplishment instructions given in § 2.B.2 of the referenced ASBs corresponding to the aircraft version.</p> <p><b>3 – Interpretation of the results.</b></p> <p><b>3.1</b> If there is no hard point in the fuel shut-off controls, pending compliance with § 1.2 or § 2.2 above, repeat the check of § 1.1 above for helicopters which are 4 years old and older, or the check of § 2.1 above for helicopters which are less than 4 years old, at intervals not exceeding 50 FH.</p> <p><b>3.2</b> If there is a hard point in one of the fuel shut-off controls, before resuming flights, comply with § 1.2 above for helicopters which are 4 years old and older, or § 2.2 above for helicopters which are less than 4 years old.</p>
Ref. Publications:	EUROCOPTER AS 332 Alert Service Bulletin No. 76.00.04 R1; and EUROCOPTER SA 330 Alert Service Bulletin No. 76.03 R1; or later approved revision of these documents.
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 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 (STDI) – Aéroport de Marseille Provence 13725 Marignane Cedex- France. Tel: 33 (4) 12 85 97 97 – Fax: 33 (4) 85 99 66. E-mail: <a href="mailto:Directive.technical-support@eurocopter.com">Directive.technical-support@eurocopter.com</a></li> </ol>