

EASA	EMERGENCY AIRWORTHINESS DIRECTIVE	
	<p>EAD No.: 2007-0090-E</p> <p>Date: 05 April 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:</p> <p>EUROCOPTER</p>	<p>Type/Model designation(s):</p> <p>AS 332 and EC 225 helicopters</p>	
<p>TCDS Number: EASA R.002</p>		
<p>Foreign AD: Not applicable</p>		
<p>Supersedes: This AD supersedes DGAC France AD (CN) F-2005-116 R1, EASA Approval number 2005-6143.</p>		
<p>ATA 53</p>	<p>Fuselage – Intermediate Gearbox (IGB) Fairing Gutter – Check/Reconditioning</p>	
<p>Manufacturer(s):</p>	<p>EUROCOPTER (Formerly EUROCOPTER FRANCE, AEROSPATIALE)</p>	
<p>Applicability:</p>	<p>- AS 332 L2 helicopters, all serial numbers, if modified before delivery with MOD 225-56 or in-service in accordance with EUROCOPTER AS332 Service Bulletin (SB) No. 53.01.10 original issue or Revision 1; and - EC 225 LP helicopters, all serial numbers.</p>	
<p>Reason:</p>	<p>This Emergency Airworthiness Directive (EAD) is issued following a further report of separation of the gutter producing interference with the inclined drive shaft. The wear resulting from this interference can, in time, lead to the failure of the drive shaft and the loss of the tail rotor drive. DGAC France AD (CN) F-2005-116 previously addressed this problem and required a single check and, if necessary, reconditioning of the affected fairing gutter.</p> <p>This Emergency AD supersedes DGAC France AD F-2005-116R1 and requires an initial and repetitive check to make sure that the IGB fairing gutter is correctly secured and does not come into contact with the tail rotor inclined drive shaft.</p> <p>The vibration analyses conducted on AS 332 helicopter versions C, C1, L, and L1 have revealed a much better dynamic behaviour in this area. For that reason, these helicopter versions are no longer affected by this directive.</p>	
<p>Effective Date:</p>	<p>11 April 2007</p>	

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Compliance:	<p>(1) Not later than at the next ALF-check (Aircraft Last Flight of the day) after the effective date of this directive, unless accomplished previously within the last 7 days, perform a visual and tactile check of the IGB fairing gutter in accordance with the instructions given in paragraph 2.B.1 of referenced AS332 Alert Service Bulletin (ASB) No. 53.01.47 and EC225 ASB No. 53A001 corresponding to the aircraft version;</p> <p>(2) If discrepancies are found, before next flight, perform the corrective actions in accordance with the instructions given in paragraph 2.B.1 of referenced AS332 ASB No. 53.01.47 and EC225 ASB No. 53A001 corresponding to the aircraft version;</p> <p>(3) Thereafter, at intervals not exceeding 165 flight hours, repeat the inspection as required by paragraph (1) and take corrective actions as required by paragraph (2), as necessary.</p>
Ref. Publications:	EUROCOPTER AS332 ASB No. 53.01.47 and EC225 ASB No. 53A001, or later approved revisions of these documents.
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 the AD. 2. The safety assessment has requested not to implement the full consultation procedure and an immediate publication and notification. 3. Enquiries regarding the AD should be addressed to Focal Point Certification Directorate, EASA, E-mail: Ads@easa.europa.eu 4. For any questions concerning the technical content of the requirements in the AD please contact: EUROCOPTER (STDI) – Aéroport de Marseille-Provence 13725 Marignane Cedex- France. Tel: 33 (4) 1 85 97 97 – Fax: 33 (4) 85 99 66 . E-mail: Directive.technical-support@eurocopter.com

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