


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No : 2007-0134</b></p> <p><b>Date: 14 May 2007</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 and EC 225 helicopters	
TCDS Number: EASA R.002		
Foreign AD: Not applicable		
Supersedure: Not applicable		
<b>ATA 63</b>		
<b>Main Rotor Drive – Engine-to-Main Gearbox (MGB) Coupling Shaft Flange Threaded Attachment Bolt Assembly – Replacement</b>		
Manufacturer(s):	Eurocopter (formerly Eurocopter France; Aerospatiale)	
Applicability:	<p>- Model AS 332 C, AS 332 C1, AS332 L, AS 332 L1 and AS 332 L2 helicopters, all serial numbers; and</p> <p>- Model EC 225 LP helicopters, all serial numbers, if equipped with engine/MGB coupling shaft flange threaded attachment bolt assemblies Part Number (P/N) 332A54.2009.01.</p> <p><b>Note:</b> Engine/MGB coupling shaft P/N 332A54.0216.06, serial number 2803 is a spare assembly that has been supplied along with the threaded attachment bolt assemblies P/N 332A54.2009.01.</p>	
Reason:	<p>From 05 July 2006, Eurocopter delivered engine/MGB coupling shaft flange threaded attachment bolt assemblies P/N 332A54.2009.01, with new bolt definition. The intent was to provide a longer threaded section to the bolt as an improvement of the previous threaded bolt assemblies P/N 332A54.2009.00 on which a few anomalies without safety risk were reported (see EUROCOPTER Service Letter No. 1542-63-01 for further details).</p> <p>However, the feedback of information concerning first installations of the new threaded bolt assemblies has revealed a manufacturing non-conformity (additional length of the plain bolt shaft section). All the threaded bolt assemblies with P/N 332A54.2009.01 have this non-conformity.</p> <p>It is impossible to tighten the flange on the MGB side of the engine/MGB coupling shaft with those wrong assemblies while their installation on the flange on the</p>	

	<p>engine side remains possible, but with an uncertainty about the torque tightness efficiency. Therefore, on the engine side only, where their assembly could have been made, this may lead to early tightening torque loss and subsequent failure of the threaded bolt assemblies attaching the engine, the flange, and the engine/MGB coupling shaft, which, in time, could result in the loss of the corresponding MGB input drive. The loss of torque tightness and resulting play in the coupling may be indicated by abnormal noise which can be detected by the flight crew.</p> <p>For the reasons stated above, this EASA Airworthiness Directive (AD) requires replacement of all P/N 332A54.2009.01 engine/MGB coupling shaft flange threaded attachment bolt assemblies.</p>
Effective Date:	28 May 2007
Compliance:	<ol style="list-style-type: none"> <li>1. <b>For helicopters on which the affected threaded bolt assemblies have been installed on the engine side on both engine/MGB coupling shafts:</b> Within the next 50 flight hours (FH), but not later than 31 October 2007, whichever occurs first after the effective date of this directive, replace the 6 threaded attachment bolt assemblies P/N 332A54-2009-01 with 6 airworthy threaded attachment bolt assemblies with another P/N in accordance with the instructions of paragraph 2.B.2 of the referenced Eurocopter ASB, as applicable to type;</li> <li>2. <b>For helicopters on which the affected threaded bolt assemblies have been installed on the engine side on only one engine/MGB coupling shaft:</b> Within the next 100 FH, but not later than 31 October 2007, whichever occurs first after the effective date of this directive, replace the 6 threaded attachment bolt assemblies P/N 332A54-2009-01 with 6 airworthy threaded attachment bolt assemblies with another P/N in accordance with the instructions of paragraph 2.B.2 of the referenced Eurocopter ASB, as applicable to type;</li> <li>3. <b>For spare assemblies and parts as listed in paragraph 1.A.2 of the referenced Eurocopter ASB, as applicable to type:</b> From the effective date of this directive, spare P/N 332A54-2009-01 threaded attachment bolt assemblies may no longer be installed on any helicopter; and no person may install a spare engine/MGB coupling shaft on any helicopter, unless it has been verified that any installed threaded attachment bolt assemblies with P/N 332A54-2009-01 have been replaced in accordance with the instructions of paragraph 2.B.2 of the referenced Eurocopter ASB, as applicable to type.</li> <li>4. Within 7 days after removal from service, return the threaded attachment bolt assemblies P/N 332A54-2009-01 to Eurocopter Marignane.</li> </ol>
Ref. Publications:	Eurocopter AS332 ASB No.01.00.71 revision 1 and EC225 ASB No.01A001 revision 1, or later approved revisions 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. Required actions and the risk allowance have granted publication and notification of an immediate AD, ruling out the public consultation process..</li> <li>3. Enquiries regarding this EAD should be referred to the AD Focal Point - Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a> .</li> </ol>

	<p>4. For any question 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: <a href="mailto:Directive.technical-support@eurocopter.com">Directive.technical-support@eurocopter.com</a></p>
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