


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE	
	<p>AD No : 2008-0035-E</p> <p>Date: 21 February 2008</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.		
Type Approval Holder's Name :	Type/Model designation(s) :	
EUROCOPTER	AS 332 C, C1, L and L1 helicopters	
TCDS Number: EASA R.002		
Foreign AD : Not applicable		
Supersedure: None		
ATA 53	Fuselage – Outer Skin, Butt Strap & Frame 5295 – Check / Repair / Modification	
Manufacturer(s):	EUROCOPTER (formerly EUROCOPTER France).	
Applicability:	EUROCOPTER AS 332 C, AS 332 C1, AS 332 L and AS 332 L1 helicopters, all serial numbers (s/n), except helicopters which have been modified in accordance with MOD 0722907 and s/n 2078 and 2102.	
Reason:	<p>Recently, a crack was discovered in fuselage frame 5295 on an AS332L helicopter. This helicopter was fitted with a frame 5295 comprising plates and angles assembled by riveting that corresponds to the original definition of that frame, i.e. before embodiment of MOD 0722907. The crack in frame 5295 was found subsequent to a daily check during which the presence of cracks were detected in the outer skin and in the butt strap where the rail of the Main Gear Box (MGB) sliding cowling is attached on frame 5295.</p> <p>For the reason described above, this Emergency Airworthiness Directive (AD) requires periodical checks on the outside of the helicopter, on the skin and the butt strap near the MGB sliding cowling LH and RH rail attachment areas on frame 5295. It requires also the embodiment of MOD 07.26478R2, which consists in cutting out the MGB sliding cowling rails locally, so that the repetitive checks are made easier to detect a crack on the outside of the helicopter, thus reducing the risks of cracks occurring in frame 5295.</p>	
Effective Date:	22 February 2008	
Compliance:	(1) Check visually for cracks on the outer skin and the butt strap in the sliding cowling RH and LH rail attachment areas on frame 5295, in accordance with the instructions given in paragraph 2.B of the Eurocopter AS 332	

	<p>ASB referenced below, as applicable:</p> <ul style="list-style-type: none"> (a) Within the next 10 Flight Hours (FH), on helicopters that have logged 8 800 FH or more on the effective date of this AD, and thereafter at intervals not exceeding 10 FH if no crack is found; or (b) At the latest, upon accumulation of 8 810 FH, on helicopters that have logged less than 8 800 FH on the effective date of this AD, and thereafter at intervals not exceeding 10 FH if no crack is found. <p>(2) However, if a crack is found in the outer skin and/or the butt strap, before next flight, check further for presence of cracks in frame 5295, in accordance with the instructions given in paragraph 2.B.2 of the ASB referenced below, and</p> <ul style="list-style-type: none"> (a) If there is no crack in frame 5295 in the area specified in the ASB referenced below, pending embodiment of an approved repair of the fuselage skin, repeat frame 5295 check at intervals not exceeding 50 FH in accordance with the instructions given in paragraph 2.B.2 of the ASB referenced below, and following embodiment of that approved skin repair, resume the repetitive inspection of § (1) above on the outer skin and the butt strap at intervals not exceeding 10 FH; or (b) If there is a crack in frame 5295 in the area specified in the ASB referenced below, suspend flights. <p>Note: Contact EUROCOPTER for determining how to manage flights resumption depending on observed crack conditions in frame 5295.</p> <p>(3) In addition, accomplish once the instructions given in paragraph 2.B.3. of the ASB referenced below, corresponding to MOD 07.26478R2 which consists in cutting out the MGB sliding cowling rails locally, as applicable:</p> <ul style="list-style-type: none"> (a) Within 300 FH or 6 months, whichever occurs first after the effective date of this AD, on helicopters that have logged 8 800 FH or more on the effective date of this AD; or (b) Within 300 FH or 6 months, whichever occurs first after accumulating 8 800 FH, on helicopters that have logged less than 8 800 FH on the effective date of this AD.
<p>Ref. Publications:</p>	<p>EUROCOPTER AS 332 Alert Service Bulletin N° 05.00.76 dated 20 February 2008.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD. 2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification. 3. Enquiries regarding this 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 this AD, please contact: EUROCOPTER (STDI) – Aéroport de Marseille Provence 13725 Marignane Cedex- France. Telephone: +33 (4) 12 85 97 97; Fax: +33 (4) 85 99 66; E-mail: Directive.technical-support@eurocopter.com