


<b>EASA</b>	<b>EMERGENCY AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2008-0162-E</b></p> <p><b>Date: 26 August 2008</b></p> <p>Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 14(4) of that Regulation</p>	
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4), exemption].</p>		
<p><b>Type Approval Holder's Name :</b></p> <p>EUROCOPTER</p>	<p><b>Type/Model Designation(s) :</b></p> <p>SA 330 and AS 332 Helicopters</p>	
<p>TCDS Number : EASA.R.002</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure : This AD supersedes DGAC France AD F-2008-029 dated 21 August 2008</p>		
<p><b>ATA 30</b></p>	<p><b>Ice and Rain Protection - Main Rotor Blade De-icing System Inspection - Replacement</b></p>	
<p>Manufacturer(s):</p>	<p>EUROCOPTER (formerly EUROCOPTER-FRANCE, AEROSPATIALE)</p>	
<p>Applicability:</p>	<p>EUROCOPTER AS332 C, C1, L and L1 and SA330 F, G and J version helicopters, fitted with main rotor blade de-icing system distributor retaining clamps, Part Number (P/N) 225000-18454 or P/N D18454 with:</p> <ul style="list-style-type: none"> <li>- no batch number marked after these part numbers, or</li> <li>- no "V" letter marked after these part numbers, or</li> <li>- no "V" letter marked on the band of the clamp, near to the screw head.</li> </ul>	
<p>Reason:</p>	<p>Two cases of failure of the screw that secures the main rotor blade de-icing system distributor retaining clamp have been reported.</p> <p>The analyses carried out on these screws have revealed that these failures were the result of excessive torque applied during the assembly.</p> <p>In addition, in some cases, it was found that the lock-wiring hole in the screw head was missing, preventing the use of lock-wiring to ensure the screw head and the nut proper locking.</p> <p>Failure and consequent detachment of the clamp attachment screw can lead to damage the main or tail rotor blades, and is a risk for persons on the ground.</p> <p>DGAC France issued AD F-2008-008 to inspect the affected screws for damage or cracks, and then Emergency AD UF-2008-029, which supersedes and cancels AD n. F-2008-008, whose purpose was to:</p>	

	<ul style="list-style-type: none"> <li>- request similar actions to those of AD F-2008-008,</li> <li>- address the distributor retaining clamp manufacturing variant whose attachment screw is welded to the barrel,</li> <li>- address the absence of part number marking on some clamps.</li> </ul> <p>This AD supersedes DGAC France AD UF-2008-029 retaining its requirements. If already compliant with AD UF-2008-029, no further action is required by this AD.</p>
Effective Date:	28 August 2008
Required action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p><b>1. Installed equipment:</b></p> <p>1.1. On helicopters equipped with a main rotor blade de-icing system distributor retaining clamp fitted with an attachment screw that is not welded to the barrel:</p> <p>Within 50 flight hours (FH) or 3 months after June 19th, 2008 (effective date of AD F-2008-008), whichever occurs first, perform the inspections in accordance with the instructions given in paragraph 2.B. of EUROCOPTER ASB No. 330 ASB No. 30.20 revision 1, as applicable to the helicopter version and check:</p> <ul style="list-style-type: none"> <li>- the condition of the clamp,</li> <li>- that the screw head does not interfere with the clamp,</li> <li>- that there is no crack in the screw shank,</li> <li>- that there is a lock-wiring hole in the screw head.</li> </ul> <p>1.2. On helicopters equipped with a main rotor blade de-icing system distributor retaining clamp fitted with an attachment screw that is welded to the barrel:</p> <p>Within 20 FH or 1 month after the effective date of this AD, whichever occurs first, perform the inspections in accordance with the instructions given in paragraph 2.B. of EUROCOPTER ASB No. 330 ASB No. 30.20 revision 1, as applicable to the helicopter version and check:</p> <ul style="list-style-type: none"> <li>- the condition of the clamp,</li> <li>- that the screw head does not interfere with the clamp,</li> <li>- that there is no crack in the screw shank.</li> </ul> <p>1.3. Interpretation of the results:</p> <ul style="list-style-type: none"> <li>- If there is any interference between the screw head and the clamp, rework the clamp,</li> <li>- If there is a crack in the screw shank, replace the screw,</li> <li>- If there is no lock-wiring hole in the head of screw not welded to the barrel, drill a hole and lock the screw,</li> </ul> <p>in accordance with the instructions given in paragraph 2.B. of the referenced EUROCOPTER ASB, as applicable to the helicopter version.</p> <p><b>2. Non-installed equipment</b></p> <p>2.1. On main rotor blade de-icing system distributor retaining clamp fitted with an attachment screw that is not welded to the barrel:</p> <p>On installation on a helicopter of clamp/screw assemblies held as spares but no later than September 19th, 2008, comply with the requirements contained in paragraphs 1.1 and 1.3 above.</p> <p>2.2. On main rotor blade de-icing system distributor retaining clamp fitted with an attachment screw that is welded to the barrel:</p> <p>On installation on a helicopter of clamp/screw assemblies held as spares but no later than 1 month after the effective date of this AD, comply with the requirements contained in paragraphs 1.2 and 1.3 above.</p>

Ref. Publications:	<p>EUROCOPTER Alert service Bulletin AS 332 N. 30.00.66 revision 1;          EUROCOPTER Alert Service Bulletin SA 330 N. 30.20 revision 1.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance 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 referred to the Airworthiness Directives, Safety Management &amp; Research Section, 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. Telephone: +33 (0) 4 42 85 97 50 - Fax: 33 (0) 4 42 85 99 66; E-mail: <a href="mailto:Directive.technical-support@eurocopter.com">Directive.technical-support@eurocopter.com</a>.</li> </ol>

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