


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2008-0172-E</p> <p>Date: 09 September 2008</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 66 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>Type Approval Holder's Name :</p> <p>EUROCOPTER</p>	<p>Type/Model designation(s) :</p> <p>AS 332 C, C1, L, L1 helicopters</p>
TCDS Number :	EASA.R.002
Foreign AD :	Not applicable
Supersedure :	None
ATA 62	Main Rotor – Main Rotor Head – Check / Replacement
Manufacturer(s):	Eurocopter (formerly Eurocopter-France, Aerospatiale)
Applicability:	<p>Eurocopter AS 332 C, AS 332 C1, AS 332 L and AS 332 L1 helicopters, if a main rotor head (MRH) Part Number (P/N) 332A31-0001-05 or P/N 332A31-0001-06 is installed, having serial number (s/n) M172, M216, M261, M308, M547, M677, M811 or M936, and having logged less than 275 flight hours since its last overhaul or repair.</p> <p>Note: The additional s/n MRH units identified in Eurocopter Alert service Bulletin (ASB) AS 332 N° 62.00.73 have already been checked as required by this AD.</p>
Reason:	<p>Eurocopter has recently received a report of deterioration of the swash-plate assembly upper bearing on a MRH, installed on an AS 332 L1 helicopter, after having logged only 72 flight hours since last overhaul. The occurrence report states an onset of vibrations which compelled the pilot to land as soon as practicable. These vibrations were found to be due to premature deterioration of the upper bearing of the swash-plates. The degradation of this bearing generates a load increase on the scissors links. This condition, if not corrected, could lead to the failure of the scissors links and consequently to the control loss of the helicopter.</p> <p>Eurocopter is currently investigating the reason for this event. However, initial information has enabled Eurocopter to identify a number of MRH units that may be prone to this type of event.</p> <p>For the reasons described above, pending the results of the investigation, this new EASA AD requires a one-time check of the swash-plate assembly of the affected MRH serial numbers and corrective actions, depending on findings.</p>
Effective Date:	09 September 2008

Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Not later than during the next last flight of the day (ALF) inspection after the effective date of this AD, accomplish the checks and corrective actions on the MRH Swash-plate and bearings in accordance with the instructions of paragraph 2.B of Eurocopter AS 332 ASB 62.00.73. (2) When the results of these checks exceed the criteria as specified in paragraph 2.B of Eurocopter AS 332 ASB 62.00.73, before next flight, replace the MRH with a serviceable unit. (3) After the effective date of this AD, no person shall install a main rotor head with P/N 332A31-0001-05 or P/N 332A31-0001-06, having s/n M172, M216, M261, M308, M547, M677, M811 or M936 on any helicopter, unless the MRH has been checked and corrected, as necessary, in accordance with the instructions of paragraph 2.B of Eurocopter AS 332 ASB 62.00.73.
Ref. Publications:	<p>EUROCOPTER Alert service Bulletin AS 332 N° 62.00.73</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve 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 referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA; E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: EUROCOPTER (STD1), Aéroport de Marseille Provence, 13725 Marignane Cedex, France Telephone: +33 (0) 4 42 85 97 97, Fax +33 (0) 4 42 85 99 66 E-mail Directive.technical-support@eurocopter.com