


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2009-0024</b></p> <p><b>Date: 20 February 2009</b></p> <p>Note: This 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>
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].	
<b>Type Approval Holder's Name :</b> EUROCOPTER	<b>Type/Model designation(s) :</b> EC 225 LP helicopters
TCDS Number : EASA.R.002	
Foreign AD : Not applicable	
Supersedure : This AD supersedes EASA Emergency AD 2007-0197-E dated 24 July 2007.	
<b>ATA 62</b>	<b>Main Rotor System – Main Rotor Hub Coning Stop Support &amp; Dome Fairing Support Attachments – Check / Readjustment / Modification</b>
<b>Manufacturer(s):</b>	EUROCOPTER
<b>Applicability:</b>	EC 225 LP helicopters, all serial numbers, except those that have been modified during production with MOD 0743718 or in-service with Eurocopter EC225 Service Bulletin (SB) No. 62-007.
<b>Reason:</b>	<p>EASA issued successively Emergency AD 2006-0040-E and Emergency AD 2007-0083-E, following a few reported cases of cracks and failure of the main rotor hub coning stop support lugs at their attachment points on the reinforcement ring where the dome fairing is secured.</p> <p>Afterwards, some further cracks affecting the dome fairing support have been reported, in particular, those incorporating modification 332A08.0929.00 [or modified in-service in accordance with Eurocopter EC225 SB No. 62-005]. These cracks concerned the lugs securing the dome fairing support itself on the reinforcement ring. Failure of the coning stop support attachment lugs or of the dome fairing support attachment lugs may lead to the loss of the dome fairing, which could cause damage to the rotor blades, possibly resulting in loss of control of the helicopter, or injury to persons on the ground.</p> <p>EASA then issued Emergency AD 2007-0197-E that retained the requirements of both AD 2006-0040-E and AD 2007-0083-E and in addition required actions:</p> <ul style="list-style-type: none"> <li>- to ensure at each flight-related check (every 15 flight hours or 7 days) that there is no crack in the dome fairing support lugs, in the area of their</li> </ul>

	<p>attachment points on the reinforcement ring, and</p> <ul style="list-style-type: none"> <li>- to remove from service the components resulting from modification 332A08.0929.00, embodied according to Eurocopter EC225 SB No. 62-005.</li> </ul> <p>More recently, Eurocopter developed modification 0743718 (and relevant EC225 SB No. 62-007) which consists of the installation of redesigned parts in the area as per reinforcement of coning stop support lugs with improvement of attachment means to the dome fairing support, which is itself also an improved component.</p> <p>For the reasons described above, this AD retains the requirements of EASA AD 2006-0197-E, which is superseded, and adds the requirement, in case of crack findings, to install the new main rotor hub coning stop support and dome fairing support. Relevant replacement of parts in accordance with the instructions of Eurocopter EC225 Service Bulletin (SB) No. 62-007 constitutes terminating action for the repetitive checks required by this AD.</p>
Effective Date:	06 March 2009
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) At the latest at the next flight-related check [every 15 flight hours or 7 days, the first limit reached is applicable] after 26 July 2007 [the effective date of AD 2007-0197-E], or after the previous flight-related check as required by paragraph (1) of EASA EAD 2007-0083-E, whichever occurs first, and thereafter at each flight-related check, carry out a check for crack detection in the area of the attachment points on the main rotor hub reinforcement ring of the lugs securing the coning stop support and also of the lugs securing the dome fairing support in accordance with the instructions of paragraph 2.B.1 of Eurocopter EC225 Alert Service Bulletin (ASB) No. 05A003.</li> <li>(2) If, after the effective date of this AD, a crack is found in one of the five lugs of the coning stop support or in one of the five lugs of the dome fairing support, before further flight, remove and replace both the coning stop support assembly and the dome fairing support in accordance with the instructions of Eurocopter EC225 SB No. 62-007.</li> <li>(3) To be able to reach a location where the coning stop support assembly and the dome fairing support can be replaced, a ferry flight is permitted on the condition that: <ul style="list-style-type: none"> <li>- the dome fairing itself and its attachment screws are removed in accordance with the instructions of the Note in paragraph 2.B.1.b of Eurocopter EC225 ASB No. 05A003, and</li> <li>- the flight crews are made aware that when flying without the dome fairing, the lateral vibrations of the helicopter significantly increase at speeds between 70 and 120 KIAS. This may be accomplished by inserting a copy of this AD into the Normal Procedures section of the Rotorcraft Flight Manual for the duration of the ferry flight.</li> </ul> <p>The lateral vibration phenomenon does not affect flight safety.</p> </li> <li>(4) From 26 July 2007 [the effective date of EASA EAD 2007-0197-E], modification of any helicopters in accordance with Eurocopter EC225 SB No. 62-005 (mod 332A08.0929.00) is no longer authorized.</li> <li>(5) Not later than 01 September 2007, all components installed and/or modified as a result of modification 332A08.0929.00 specified in EUROCOPTER EC225 SB No. 62-005 must be removed from service.</li> <li>(6) Replacement of parts in accordance with the instructions of Eurocopter EC225 Service Bulletin (SB) No. 62-007 constitutes terminating action for the repetitive checks required by paragraph (1) of this AD.</li> </ol>
Ref. Publications:	<p>EUROCOPTER EC 225 Alert Service Bulletin No. 05A003 Revision 2</p> <p>EUROCOPTER EC 225 Service Bulletin No. 62-007</p>

	The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
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 required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication.</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 question 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 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>.</li> </ol>