


<b>EASA</b>	<b>EMERGENCY AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2009-0172-E</b></p> <p><b>Date: 05 August 2009</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 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><b>Type Approval Holder's Name:</b></p> <p>EUROCOPTER</p>		<p><b>Type/Model designation(s):</b></p> <p>SA 330 helicopters</p>
TCDS Number:	EASA.R.002	
Foreign AD:	Not applicable	
Supersedure:	None	
<b>ATA 67</b>	<b>Rotor Flight Controls – Flight Crew Pedal Position Adjustment System – Test / Modification</b>	
Manufacturer(s):	Sud Aviation, Aérospatiale.	
Applicability:	Model SA 330 F, SA 330 G and SA 330 J helicopters, all serial numbers, if equipped with the pedal position adjustment system incorporating modification (MOD) 07.10.304.	
Reason:	<p>While adjusting the position of the pedal unit on a SA 330 helicopter, the copilot set the position beyond the end limit ("tall pilot" position). This resulted in the separation of the pedal adjustment system and the pedals rocking forward.</p> <p>After investigation, it was determined that the Loctite bond on the "tall pilot" stop nut was damaged, most likely due to aging of the adhesive. The nut came loose and could no longer perform its stop function. The threaded rod of the adjustment system separated from the system.</p> <p>The separation of the adjustment system, if not corrected, could result in the loss of control of the pedal units, causing the helicopter to begin rotating.</p> <p>For the reasons described above, this Emergency AD requires a one-time functional test and modification (MOD 330A779820.00) of the pedal unit adjustment system.</p>	
Effective Date:	07 August 2009	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within the next 10 flight hours after the effective date of this AD, perform a functional test of the pedal unit adjustment system in accordance with the instructions of paragraph 2.B.1 of Eurocopter SA 330 Alert Service Bulletin (ASB) 67.18 (the ASB).</li> <li>(2) If any non-conformity is found, before next flight, modify the pedal unit adjustment system in accordance with the instructions of paragraphs 2.B.2, 2.B.3 or 2.B.4 and 2.B.5 of the ASB (MOD 330A779820.00).</li> <li>(3) If no non-conformity is found, within 3 months after the effective date of this AD, modify the pedal unit adjustment system in accordance with the instructions of paragraphs 2.B.2, 2.B.3, and 2.B.5 of the ASB (MOD 330A779820.00).</li> <li>(4) In case insufficient half-bushings are available when complying with paragraph (2) or (3) of this AD, flights are authorized without half-bushings for up to 12 months after the effective date of this AD.</li> <li>(5) After the effective date of this AD, do not install a pedal position adjustment system on a helicopter, unless it has been modified (MOD 330A779820.00) in accordance with the requirements of this AD.</li> </ol>
<p>Ref. Publications:</p>	<p>Eurocopter SA 330 ASB N° 67.18 dated 03 August 2009.</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"> <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 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>