


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	AD No.: 2009-0275-E Date: 21 December 2009 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
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].	
Type Approval Holder's Name : EUROCOPTER	Type/Model designation(s) : AS 332 and EC 225 helicopters
TCDS Number : EASA.R.002	
Foreign AD : Not applicable	
Supersedure : This AD supersedes EASA Emergency AD 2008-0219-E dated 11 December 2008.	
ATA 53	Fuselage – Intermediate Gear Box (IGB) Fairing Gutter – Inspection / Replacement
Manufacturer(s):	EUROCOPTER. (formerly EUROCOPTER France).
Applicability:	AS 332 C, AS 332 C1, AS 332 L, AS 332 L1 and AS 332 L2 helicopters, all serial numbers, if modified during production with MOD 0725356 (installation of a gutter on the IGB fairing) or in-service with Eurocopter AS332 Service Bulletin (SB) 53.01.10 (at any revision). EC 225 LP helicopters, all serial numbers.
Reason:	<p>During 2005, a helicopter experienced separation of the IGB fairing gutter, resulting in interference with the tail rotor inclined drive shaft. This condition, if not corrected, can lead to failure of the drive shaft, causing loss of the tail rotor drive and consequent reduced control of the helicopter. To address this situation, DGAC France issued AD F-2005-116 to require a one-time inspection and, in case of discrepancies, reconditioning of the affected fairing gutter.</p> <p>Following another report of gutter separation, EASA issued Emergency AD 2007-0090-E, superseding DGAC France AD F-2005-116R1, and required initial and repetitive inspections to make sure that the IGB fairing gutter is correctly secured and does not come into contact with the tail rotor inclined drive shaft.</p> <p>Later on, interference was discovered between the angle section of the IGB fairing and the inclined drive shaft. This interference was due to total separation of the angle section which is riveted to the IGB fairing and came into contact with the inclined drive shaft. The investigations conducted on the affected IGB fairing by Eurocopter revealed a more extensive problem</p>

	<p>concerning the riveting of the gutter.</p> <p>EASA published Emergency AD 2008-0219-E superseding EASA AD 2007-0090-E whose requirements were retained, to expand the applicability to include other AS 332 helicopter models, and to require more extensive repetitive inspections of the IGB fairing gutter and, in case of discrepancies, replacement of damaged parts. In addition, this AD provided an optional terminating action as offered by Eurocopter with in-service modification for improvement of gutter attachment on IGB fairing (SB 53.01.56 and SB 53-007 for AS332 and EC225 helicopters respectively) or equivalent production MOD 0726599 and after modification of a helicopter accordingly, the repetitive inspections of the AD were no longer required for that helicopter.</p> <p>Since AD 2008-0219-E was published, crack occurrences on the gutter of two helicopters after embodiment of the terminating action have been reported. Cracks were also discovered on helicopters pre- or post-installation of this terminating action in the IGB fairing on which the gutter is attached.</p> <p>For the reasons describe above, this new EASA AD, which supersedes AD 2008-0219-E, re-establishes the repetitive inspections of the IGB fairing gutter for all helicopters, irrespective of modification status, and reduces the inspection interval. In addition, depending on findings, some corrective actions in accordance with the instructions of Eurocopter AS332 SB 53.01.56 or EC225 SB 53-007 have now become part of the required actions of this AD.</p>						
Effective Date:	23 December 2009						
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) For helicopters modified during production with MOD 0726599 or in-service with AS332 SB 53.01.56 or EC225 SB 53-007:</p> <p>Within 15 flight hours (FH) after the effective date of this AD, and thereafter at intervals not exceeding 85 FH, accomplish the inspection of the IGB fairing gutter in accordance with the instructions of paragraph 2.B of AS332 Alert Service Bulletin (ASB) 53.01.47 Revision 2 or EC225 ASB 53A001 Revision 2, as applicable to helicopter version.</p> <p>(2) For all other helicopters:</p> <p>Initially within the next 15 FH after the effective date of this AD (for helicopters that have not been subject to AD 2008-0219-E and have not been inspected yet), or at the time indicated in Table 1 of this AD, as applicable, and thereafter at intervals not to exceed 85 FH, accomplish the inspection of the IGB fairing gutter in accordance with the instructions of paragraph 2.B of AS332 ASB 53.01.47 Revision 2 or EC225 ASB 53A001 Revision 2, as applicable to helicopter version.</p> <p style="text-align: center;">Table 1</p> <table border="1" data-bbox="574 1568 1449 1886"> <tr> <td>Time accumulated (on the effective date of this AD) since the last inspection as required by EASA AD 2008-0219-E:</td><td>Compliance Time:</td></tr> <tr> <td>Less than 70 FH</td><td>Before accumulating 85 FH since the last inspection</td></tr> <tr> <td>70 FH or more</td><td>Within 15 FH after the effective date of this AD</td></tr> </table> <p>(3) If discrepancies are found during any of the inspections as required by paragraphs (1) or (2) of this AD, before next flight, perform the corrective actions in accordance with the instructions of paragraph 2.B of Eurocopter AS332 ASB 53.01.47 Revision 2 or EC225 ASB 53A001</p>	Time accumulated (on the effective date of this AD) since the last inspection as required by EASA AD 2008-0219-E:	Compliance Time:	Less than 70 FH	Before accumulating 85 FH since the last inspection	70 FH or more	Within 15 FH after the effective date of this AD
Time accumulated (on the effective date of this AD) since the last inspection as required by EASA AD 2008-0219-E:	Compliance Time:						
Less than 70 FH	Before accumulating 85 FH since the last inspection						
70 FH or more	Within 15 FH after the effective date of this AD						

	<p>Revision 2, as applicable to helicopter version, and, depending on findings, in accordance with the instructions of Eurocopter AS332 SB 53.01.56 Revision 1 or EC225 SB 53-007 Revision 1, as applicable to helicopter version.</p> <p>(4) Accomplishment of corrective actions as required by paragraph (3) of this AD does not constitute terminating action for the repetitive inspection requirements of this AD.</p>
Ref. Publications:	<p>Eurocopter AS332 ASB 53.01.47 R2 and EC225 ASB 53A001 R2, both dated 18 December 2009.</p> <p>Eurocopter AS332 SB 53.01.56 R1 and EC225 SB 53-007 R1, both dated 18 December 2009.</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"> 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 (STDI) – Aéroport de Marseille Provence 13725 Marignane Cedex, France; telephone +33 (4) 12 85 97 97; facsimile +33 (4) 85 99 66; E-mail: Directive.technical-support@eurocopter.com