EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	AD No.: 2010-0064-E **Date: 01 April 2010** 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 :	**Type/Model designation(s) :**
EUROCOPTER	SA 365, AS 365 and SA 366 helicopters

TCDS Number:	France No.159
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA Emergency AD 2009-0125-E dated 12 June 2009 and the correction dated 15 June 2009.

ATA 53	**Fuselage – Frame No. 9 – Inspection / Repair**
Manufacturer(s):	Eurocopter (formerly Eurocopter France, Aérospatiale)
Applicability:	SA 365 N, SA 365 N1, AS 365 N2 and AS 365 N3 helicopters, all serial numbers, and SA 366 G1 helicopters, all serial numbers.
Reason:	Eurocopter was informed of a crack which was discovered in the No.9 frame of an AS 365 N2 helicopter which had logged a total of 10 786 Flight Hours (FH). The crack, which was located 230 mm above the cabin floor and which had grown over a large section of the No.9 frame on the Right Hand (RH) side, was discovered during the Major Inspection of the helicopter. This condition, if not corrected, could lead to the failure of the No.9 frame which would adversely affect the structural integrity of the helicopter. Pending the results of the analyses that were being conducted to establish the cause of the crack, EASA Emergency AD 2009-0125-E was published to require detailed visual inspections on the RH and Left Hand (LH) side of the No.9 frame to detect any crack and, in case a crack was found, to accomplish the associated corrective actions. The results of the analyses show that the time required for initiation of a crack in this area varies a lot according to the weight and balance data of the different aircraft versions. For the reasons described above, this AD retains the requirements of EASA Emergency AD 2009-0125-E, which is superseded, and modifies the action compliance times according to helicopter types.

Effective Date:	06 April 2010
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Prior to reaching the FH threshold as defined in Table 1 of this AD, as applicable, or within 10 FH after the effective date of this AD, whichever occurs later, inspect the inner angles and flanges of the No.9 frame on the RH and LH sides, in accordance with the instructions of paragraph 2 of Eurocopter Alert Service Bulletin (ASB) AS365 ASB 05.00.57 Revision 1, or SA366 ASB 05.39 Revision 1, as applicable to helicopter model. **Table 1** **Helicopter model:** / **Threshold:** AS 365 N3 — 2 090 FH AS 365 N2 — 3 190 FH SA 365 N — 8 990 FH SA 365 N1, SA 366 G1 — 9 990 FH (2) Thereafter, at intervals not exceeding 110 FH, repeat the inspection in accordance with the instructions of paragraph 2 of Eurocopter Alert Service Bulletin (ASB) AS365 ASB 05.00.57 Revision 1, or SA366 ASB 05.39 Revision 1, as applicable to helicopter model. (3) If, during any inspection as required by paragraph (1) or (2) of this AD, a crack is found, contact Eurocopter for approved repair instructions and accomplish those instructions within the compliance time, as applicable to crack length detected, as indicated in Table 2 of this AD. **Table 2** **Detected Crack Location and Length** / **Required Action(s):** - Inner Flange, less than 33 mm or - Inner Angle, less than 33 mm — Reduce the interval of the inspection as required by paragraph (2) of this AD to not exceed 10 FH; accomplish the approved repair within 660 FH or 12 months, whichever occurs first after detection of the crack. - Inner Flange, 33 mm or longer or - Inner Angle, 33 mm or longer — accomplish the approved repair before next flight Inner Angle **and** Inner Flange, irrespective of length — accomplish the approved repair before next flight (4) Repair of a helicopter as required by paragraph (3) of this AD does not constitute terminating action for the repetitive inspection requirements of paragraph (2) of this AD.
Ref. Publications:	Eurocopter AS365 ASB 05.00.57 Revision 1, and Eurocopter SA366 ASB 05.39 Revision 1, both dated 31 March 2010. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.

Remarks :	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 (0) 4 42 85 97 10; fax: +33 (0) 4 42 85 99 66; E-mail: Airframe.technical-support@eurocopter.com