EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	AD No.: 2012-0059-E **Date: 05 April 2012** 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 330, AS 332 and EC 225 helicopters

TCDS Number :	EASA.R.002
Foreign AD :	Not applicable
Supersedure :	None

ATA	**Rotorcraft Flight Manual – Emergency Procedures – Rush Revision**
Manufacturer(s):	Eurocopter (formerly EUROCOPTER France, Aerospatiale)
Applicability:	SA 330 J, AS 332 C, AS 332 C1, AS 332 L, AS 332 L1, AS 332 L2 and EC 225 LP helicopters, all serial numbers.
Reason:	A serious incident has been reported on a helicopter that encountered a hydraulic failure while landing on an offshore oil rig. After extension of the landing gear, a cockpit amber alarm illuminated, indicating a low level hydraulic fluid of the left hand side (LH) hydraulic system. After landing, the helicopter started to roll towards the edge of the helideck as the flight crew was not aware that wheel brake capability was affected and relied only on the effectiveness of the helicopter's ancillary hydraulic accumulator. The results of the following investigation showed that this alarm was due to hydraulic fluid leakage, caused by the failure of one hydraulic union connector in the LH hydraulic circuit. This condition, if not detected and correctly assessed by the flight crew, could result in reduced control of the helicopter after landing. For the reasons described above, this Emergency AD requires amending the Rotorcraft Flight Manual (RFM) emergency procedures section by inserting relevant Rush Revisions into the applicable RFM.
Effective Date:	06 April 2012

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<td>Required Action(s) and Compliance Time(s):</td>
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Required as indicated, unless accomplished previously:
(1) Within 10 flight hours, or before next flight to a helideck or elevated heliport, whichever occurs first after the effective date of this AD, amend the RFM, Section emergency procedures, by inserting into the RFM the Rush Revisions (RR) specified in Table 1 of this AD, as applicable to the helicopter model, and notify all flight crews accordingly.
Table 1 - RFM Rush Revisions (RR)
<table>
<tr><th>Affected helicopter Model(s)</th><th>RFM RR Number and (date code)</th></tr>
<tr><td>SA 330 J</td><td>RR.8A (09-12)</td></tr>
<tr><td>AS 332 C, AS 332 C1, AS 332 L and AS 332 L1</td><td>RR.7A (12-09)</td></tr>
<tr><td>AS 332 L2</td><td>RR.16A (12-09)</td></tr>
<tr><td>EC 225 LP with standard configuration of grid air intakes</td><td>RR.15A (12-09)</td></tr>
<tr><td>EC 225 LP with multi-purpose air intake (MPAI) configuration</td><td>RR.26A (12-09)</td></tr>
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(2) Revising the RFM with an approved RFM Normal Revision which incorporates the RR specified in Table 1 of this AD, as applicable, is an acceptable method to comply with the requirements of paragraph (1) of this AD.
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<td>Ref. Publications:</td>
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Eurocopter RFM RR, as applicable to the helicopter model:
SA 330 J RFM, RR.8A (date code 09-12)
AS 332 C, C1, L, and L1 RFM, RR.7A (date code 12-09).
AS 332 L2 RFM, RR.16A (date code 12-09).
EC 225 LP RFM, RR.15A (date code 12-09) standard configuration of grid air intakes, or RR.26A (date code 12-09) MPAI configuration.
The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
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<td>Remarks :</td>
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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 Safety Information Section, Executive 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.
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