

EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2013-0081</p> <p>Date: 26 March 2013</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>
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.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>	
Design Approval Holder's Name: EUROCOPTER	Type/Model designation(s): SA 330, AS 332 and EC 225 helicopters
TCDS Number:	EASA.R.002
Foreign AD:	Not applicable
Supersedure:	None
ATA 67	Rotor Flight Controls – Tail Rotor Control Turnbuckle – Inspection / Replacement
Manufacturer(s):	Eurocopter
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, equipped with tail rotor control turnbuckles Part Number 330A27-5031-20.
Reason:	<p>During flight controls rigging after helicopter maintenance, a failure due to corrosion was reportedly found on one of the two turnbuckles installed on the yaw flight control cables of the tail rotor.</p> <p>The subsequent investigation revealed a lack of Mastinox sealant coating between both sides of the turnbuckle internal tappings and the interface screws of the end-fitting components of the yaw flight control cables, which is likely the cause for development of a galvanic corrosion. This kind of corrosion could affect either the inside of the turnbuckle (tapping threads and/or middle hole of the part) or its external surface.</p> <p>This condition, if not detected and corrected, could lead to failure of a tail rotor control turnbuckle, possibly resulting in loss of control of the tail rotor and then of the helicopter.</p> <p>To address this potential unsafe condition, Eurocopter issued Alert Service Bulletin (ASB) No SA330-05.98 for the SA 330 helicopters, ASB No. AS332-05.00.95 for the AS 332 helicopters and ASB No. EC225-05A031 for the EC 225 helicopters to provide instructions to detect and correct any corrosion on the affected turnbuckles.</p> <p>For the reasons described above, this AD requires repetitive inspections of the two tail rotor control turnbuckles and, depending on findings, accomplishment of applicable corrective actions, possibly including replacement of the parts.</p>

Effective Date:	02 April 2013						
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the compliance time as defined in Table 1 of this AD, or before next flight after the installation of any used turnbuckle on a helicopter, as applicable, and thereafter at intervals not to exceed 12 months, inspect the two tail rotor control turnbuckles for absence of corrosion and crack in accordance with the instructions of paragraph 3 of Eurocopter ASB No SA330-05.98, ASB No. AS332-05.00.95 or ASB No. EC225-05A031, as applicable to helicopter model.</p> <p style="text-align: center;">Table 1</p> <table border="1"> <thead> <tr> <th>Helicopter model and delivery date</th><th>Compliance time (after the effective date of this AD)</th></tr> </thead> <tbody> <tr> <td>SA 330 helicopters, and AS 332 and EC 225 helicopters delivered before 01 March 2013</td><td>110 flight hours or 3 months, whichever occurs first</td></tr> <tr> <td>AS 332 and EC 225 helicopters delivered on or after 01 March 2013</td><td>12 months</td></tr> </tbody> </table> <p>(2) If, during any inspection as required by paragraph (1) of this AD, corrosion or crack is found on the tappings or middle hole of the internal surface of any turnbuckle, before next flight, replace the affected turnbuckle with a serviceable part in accordance with the instructions of paragraph 3.B.2.d of Eurocopter ASB No SA330-05.98, ASB No. AS332-05.00.95 or ASB No. EC225-05A031, as applicable to helicopter model.</p> <p>(3) If, during any inspection as required by paragraph (1) of this AD, any crack or corrosion of more than 0,3 mm depth is found on the external surface of any turnbuckle, before next flight, replace the affected turnbuckle with a serviceable part in accordance with the instructions of paragraph 3.B.2.d of Eurocopter ASB No SA330-05.98, ASB No. AS332-05.00.95 or ASB No. EC225-05A031, as applicable to helicopter model.</p> <p>(4) If, during any inspection as required by paragraph (1) of this AD, no crack is found and/or corrosion equal to 0,3 mm depth or less is identified on the external surface of any turnbuckle, accomplish the following actions:</p> <p>(4.1) Before next flight, accomplish a corrosion treatment of the affected turnbuckle in accordance with the instructions of paragraph 3.B.2.c of Eurocopter ASB No SA330-05.98, ASB No. AS332-05.00.95 or ASB No. EC225-05A031, as applicable to helicopter model; and</p> <p>(4.2) Within 6 months after the effective of this AD, replace the corrosion retreated turnbuckle with a serviceable part in accordance with the instructions of paragraph 3.B.2.d of Eurocopter ASB No SA330-05.98, ASB No. AS332-05.00.95 or ASB No. EC225-05A031, as applicable to helicopter model.</p>	Helicopter model and delivery date	Compliance time (after the effective date of this AD)	SA 330 helicopters, and AS 332 and EC 225 helicopters delivered before 01 March 2013	110 flight hours or 3 months, whichever occurs first	AS 332 and EC 225 helicopters delivered on or after 01 March 2013	12 months
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Ref. Publications:	<p>Eurocopter SA330 ASB No. SA330-05.98, revision 0, dated 14 March 2013.</p> <p>Eurocopter AS332 ASB No. AS332-05.00.95, revision 0, dated 14 March 2013.</p> <p>Eurocopter EC225 ASB No. EC225-05A031, revision 0, dated 14 March 2013.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>						
Remarks:	<p>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</p> <p>2. Based on the required actions and the compliance time, EASA have</p>						

	<p>decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.</p> <p>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu.</p> <p>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) 42 85 97 97; facsimile +33 (4) 42 85 99 66; E-mail: Directive.technical-support@eurocopter.com.</p>
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