


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE									
	<p>AD No.: 2010-0117-E</p> <p>Date: 16 June 2010</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>Type Approval Holder's Name:</p> <p>EUROCOPTER</p>	<p>Type/Model designation(s):</p> <p>AS 332 helicopters</p>									
<p>TCDS Number:</p>	<p>EASA.R.002</p>									
<p>Foreign AD:</p>	<p>Not applicable</p>									
<p>Revision:</p>	<p>None</p>									
<p>ATA 67</p>	<p>Rotors Flight Controls – Main Rotor Servocontrols End Fitting Ball Joints - Inspection / Replacement</p>									
<p>Manufacturer(s):</p>	<p>Eurocopter (formerly Eurocopter France)</p>									
<p>Applicability:</p>	<p>AS 332 C, AS 332 C1, AS 332 L, AS 332 L1 and AS 332 L2 helicopters, all serial numbers, if equipped with main rotor servocontrols Manufacturer Part Number (MP/N) SC7203-1 or SC7221-1 with the Serial Numbers (S/N) listed in the following table 1 below <u>and</u> not marked with a letter "R" after the S/N:</p> <table border="1" data-bbox="467 1480 1417 1659"> <thead> <tr> <th data-bbox="467 1480 938 1547">MP/N: SC7203-1</th> <th data-bbox="938 1480 1417 1547">MP/N: SC7221-1</th> </tr> </thead> <tbody> <tr> <td data-bbox="467 1547 938 1581">S/N 633 to 643 inclusive</td> <td data-bbox="938 1547 1417 1581">S/N 1693 to 1723 inclusive</td> </tr> <tr> <td data-bbox="467 1581 938 1615">S/N 645 to 659 inclusive</td> <td data-bbox="938 1581 1417 1615">S/N 1726 to 1727 inclusive</td> </tr> <tr> <td data-bbox="467 1615 938 1659">S/N 664 to 665 inclusive</td> <td data-bbox="938 1615 1417 1659"></td> </tr> </tbody> </table> <p style="text-align: center;">Table 1</p> <p>Note: Servocontrols with the letter "R" after the S/N have already been made compliant.</p>		MP/N: SC7203-1	MP/N: SC7221-1	S/N 633 to 643 inclusive	S/N 1693 to 1723 inclusive	S/N 645 to 659 inclusive	S/N 1726 to 1727 inclusive	S/N 664 to 665 inclusive	
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<p>Reason:</p>	<p>EUROCOPTER has been informed of non-compliant swaging of the end fitting ball joints on main rotor servocontrols. Two servocontrol production batches have been identified by the equipment manufacturer (GOODRICH).</p> <p>Investigations have revealed that the swaging load applied to the ball joints in these two batches was 1.3 metric tons, instead of the specified 13 metric tons, which could lead the ball joints to slip in service.</p>									

	<p>The slipping of the ball joint of the servocontrol lower end fitting does not significantly affect the service life of this end fitting while the slipping of the ball joint of the servocontrol upper end fitting can lead to a significant reduction in the service life of this end fitting. This last condition, if not corrected, could likely lead to damage of the upper end fitting ball joints of the main rotor servocontrols and possibly resulting in failure of upper end fittings.</p> <p>For the reasons stated above, this AD requires an inspection of the upper end fitting ball joints of the main rotor servocontrols and the necessary corrective action (replacement), depending on findings.</p>
Effective Date:	18 June 2010.
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 15 Flight Hours (FH) after the effective date of this AD, for each servocontrol concerned, measure the shifting value between the outer ring of the ball joint and the face of the upper end fitting in accordance with the instructions of paragraph 2.B.2. of Eurocopter AS 332 Alert Service Bulletin (ASB) No. 67.00.40. Accomplish the same inspection on the second face of the servocontrol upper end fitting. (2) If the shifting value measured, as required by paragraph (1) of this AD, is more (higher) than or equal to 1 mm (0.04 in.) and the servocontrol has accumulated 825 FH or more since new (Time Since New (TSN)), before next flight, replace the servocontrol with a serviceable one. (3) If the shifting value measured, as required by paragraph (1) of this AD, is more (higher) than or equal to 1 mm (0.04 in.) and the servocontrol has accumulated less than 825 FH since new, before the servocontrol accumulates 825 FH but without exceeding two years after the effective date of this AD, replace the servocontrol with a serviceable one. (4) If the shifting value measured, as required by paragraph (1) of this AD, is less (lower) than 1 mm (0.04 in.), accomplish the following actions: <ol style="list-style-type: none"> (4.1) At intervals not to exceed 300 FH, repeat the inspection required by paragraph (1) of this AD. (4.2) If the shifting value measured, as required by paragraph (4.1) of this AD, is more (higher) than or equal to 1 mm (0.04 in.), within 525 FH, replace the servocontrol with a serviceable one. (4.3) Within two years after the effective date of this AD, replace all servocontrols with serviceable ones or accomplish instructions of GOODRICH Service Bulletin No. SC7203-67-31-02 (servocontrols MP/N SC7203-1) or No. SC7221-67-39-02 (servocontrols MP/N SC7221-1), as applicable, on each servocontrol to restore conformity.
Ref. Publications:	<p>Eurocopter AS 332 Alert Service Bulletin No. 67.00.40 dated 15 June 2010.</p> <p>GOODRICH Service Bulletin No. SC7203-67-31-02 dated 11May 2010.</p> <p>GOODRICH Service Bulletin No. SC7221-67-39-02 dated 11May 2010.</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) 42 85 99 66 E-mail: Directive.technical-support@eurocopter.com.
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