


<b>EASA</b>	<b>EMERGENCY AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2011-0189-E</b></p> <p><b>Date: 29 September 2011</b></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>		
<b>Type Approval Holder's Name :</b>		<b>Type/Model designation(s) :</b>
EUROCOPTER		AS 332 and EC 225 helicopters
TCDS Number:	EASA.R.002	
Foreign AD:	Not applicable	
Supersedure:	This AD supersedes EASA Emergency AD 2011-0129-E dated 08 July 2011.	
<b>ATA 53</b>	<b>Fuselage – Intermediate Gear Box (IGB) Fairing – Inspection / Replacement</b>	
Manufacturer(s):	EUROCOPTER. (formerly EUROCOPTER France).	
Applicability:	AS 332 C, AS 332 C1, AS 332 L, AS 332 L1, AS 332 L2 and EC 225 LP helicopters, all serial numbers, if equipped with IGB fairing Part Number (P/N) 332A24-0303-05XX or P/N 332A24-0303-06XX or P/N 332A081391.00 or P/N 332A081391.01.	
Reason:	<p>In 2005, a helicopter experienced separation of the angle section of the IGB fairing which is riveted to the IGB fairing (the IGB fairing gutter), resulting in interference with the tail rotor (TR) inclined drive shaft. This condition, if not corrected, can lead to failure of the drive shaft, causing loss of the TR drive and consequent reduced control of the helicopter. To address this situation, DGAC France issued AD F-2005-116 that required a one-time inspection and after another report of gutter separation, EASA issued Emergency AD 2007-0090-E, superseding DGAC France AD F-2005-116R1, to require repetitive inspections of the gutter riveting condition on the IGB fairing.</p> <p>After EASA AD 2007-0090-E was issued, a total separation of the gutter with interference contact with the TR inclined drive shaft occurred again, revealing a more extensive problem concerning the riveting of the gutter.</p> <p>Therefore, EASA published Emergency AD 2008-0219-E, superseding EASA AD 2007-0090-E, to require more extensive repetitive inspections of the IGB fairing gutter and to allow, as an optional terminating action, the reinforcement of the gutter riveting on the IGB fairing.</p> <p>After AD 2008-0219-E was issued, cracks were reportedly found on the gutter of some helicopters, some of which had optional gutter reinforcement</p>	

	<p>modification installed. Consequently, EASA published Emergency AD 2009-0275-E, superseding EASA AD 2008-0219-E, to re-establish the repetitive inspections of the IGB fairing gutter for all helicopters, irrespective of modification status, and to reduce the inspection interval.</p> <p>Further gutter cracks occurrences were reported while the inspections of AD 2009-0275-E were effective. The AD was then superseded by EASA Emergency AD 2011-0129-E, retaining the repetitive inspections for cracks and interferences, and subsequently requiring removal of the gutter from the IGB fairing mandatory, pending the development of a new IGB fairing by Eurocopter.</p> <p>Since AD 2011-0129-E was issued, Eurocopter received several more reports of finding cracks in the IGB fairing, and also now in the associated attachment supports. These cracks developed on helicopters shortly after the accomplishment, by the affected operators, of the gutter removal modification.</p> <p>For the reasons described above, this new EASA Emergency AD, retains the repetitive inspection requirements of EASA AD 2011-0129-E, which is superseded, requires additionally the inspection of the IGB fairing and of its attachment supports and deletes the requirement to remove the gutter.</p>
Effective Date:	03 October 2011
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) For helicopters equipped with an IGB fairing <b>with gutter</b> (P/N 332A24-0303-05XX or 332A24-0303-06XX), within 15 flight hours (FH) after the effective date of this AD, and thereafter at intervals not to exceed 15 FH, inspect the gutter for cracks and inspect the condition of the IGB fairing and its attachment supports in accordance with the instructions of paragraphs 2.B.1 and 2.B.4 of Eurocopter AS332 Alert Service Bulletin (ASB) 53.01.47 Revision 4 or EC225 ASB 53A001 Revision 4, as applicable to helicopter version.</li> <li>(2) For helicopters equipped with an IGB fairing <b>without gutter</b> (P/N 332A08-1391-00 or 332A08-1391-01), within 15 flight hours (FH) after the effective date of this AD, and thereafter at intervals not to exceed 15 FH, inspect the condition of the IGB fairing and its attachment supports in accordance with the instructions of paragraphs 2.B.4 of Eurocopter AS332 Alert Service Bulletin (ASB) 53.01.47 Revision 4 or EC225 ASB 53A001 Revision 4, as applicable to helicopter version.</li> <li>(3) If, during any inspection as required by paragraph (1) or (2) of this AD, any discrepancy (as defined in Eurocopter AS332 ASB 53.01.47 Revision 4, or EC225 ASB 53A001 Revision 4) is found, before next flight, accomplish the associated (depending on findings) corrective actions in accordance with the instructions of paragraphs 2.B.3 and 2.B.4 of Eurocopter AS332 Alert Service Bulletin (ASB) 53.01.47 Revision 4 or EC225 ASB 53A001 Revision 4, as applicable and to the helicopter version.</li> <li>(4) After the effective date of this AD, do not install on a helicopter an IGB fairing unless it has a Part Number (P/N) 332A24-0303-0601.</li> <li>(5) Replacement of an IGB fairing as required by paragraph (3) of this AD, does not constitute terminating action for the repetitive inspection requirements of this AD.</li> </ol>
Ref. Publications:	<p>Eurocopter AS332 ASB 53.01.47 Revision 4, dated 27 September 2011</p> <p>Eurocopter EC225 ASB 53A001 Revision 4, dated 27 September 2011.</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"><li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li><li>2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification.</li><li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li><li>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: <a href="mailto:Directive.technical-support@eurocopter.com">Directive.technical-support@eurocopter.com</a>.</li></ol>
-----------	---