

2009-09-51 Eurocopter France: Amendment 39-16101. Docket No. FAA- 2009-1089; Directorate Identifier 2009-SW-16-AD.

Applicability: Model EC225LP helicopters with an epicyclic reduction gear module (module), part number 332A32-5021-01M, installed, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the main gearbox (MGB) and subsequent loss of control of the helicopter, accomplish the following:

(a) Before further flight:

(1) Determine from the maintenance records whether, within the last 200 hours time-in-service (TIS), the "CHIP" detector light illuminated because of a metal particle on the magnetic plug of the module, and if so, whether the "CHIP" detector light stayed illuminated after the chip detector switch was turned to the "CHIP PULSE" setting to activate the "fuzz burn-off" feature. If those records indicate that the "CHIP" detector light illuminated because of a metal particle on the magnetic plug of the module, and the "CHIP" detector light stayed illuminated after the chip detector switch was turned to the "CHIP PULSE" setting, replace the module with an airworthy module before further flight. If you cannot determine from the maintenance records which chip detector caused the "CHIP" detector light to illuminate or whether the detector light stayed illuminated after the "CHIP" detector switch was turned to the "CHIP PULSE" setting, replace the module with an airworthy module before further flight. A module with a magnetic plug that attracted a metal particle which activated the "CHIP" detector light within the last 200 hours TIS and was not extinguished when the "CHIP PULSE" was activated is unairworthy.

(2) Inspect the MGB module magnetic chip detector electrical circuit and determine whether the system is functioning properly, including whether the "CHIP" detector light annunciates on the instrument panel (Vehicle Monitoring System Screen).

(b) Thereafter, if the "CHIP" detector light illuminates, stays illuminated after the "CHIP" detector switch is turned to the "CHIP PULSE" setting, and you determine that a metal particle on the module magnetic plug (rather than the main reduction gear (lower MGB), the flared housing (mast assembly), the intermediate gearbox (IGB), or the tail rotor gearbox (TGB)) caused the "CHIP" detector light to illuminate, replace the module with an airworthy module.

(c) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Safety Management Group, FAA, ATTN: Gary Roach, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Regulations and Policy Group, Fort Worth, Texas 76137-0111, telephone (817) 222- 5130, fax (817) 222-5961, for information about previously approved alternative methods of compliance.

(d) Special flight permits will not be issued.

(e) Copies of the applicable service information may be obtained from American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, TX 75053-4005, telephone (972) 641-3460, fax (972) 641- 3527, or at <http://www.eurocopter.com>.

(f) This amendment becomes effective on December 28, 2009, to all persons except those persons to whom it was made immediately effective by Emergency AD 2009-09-51, issued April 17, 2009, which contained the requirements of this amendment.

Note: The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2009-0087-E, dated April 11, 2009.