

**2010-15-04 EUROCOPTER FRANCE:** Amendment 39-16370. Docket No. FAA- 2010-0721; Directorate Identifier 2009-SW-57-AD.

### **Effective Date**

(a) This AD becomes effective on August 11, 2010.

### **Other Affected ADs**

(b) None.

### **Applicability**

(c) This AD applies to Model EC225LP helicopters, except those that have been modified with MOD 0743718, certificated in any category.

### **Reason**

(d) The mandatory continuing airworthiness information (MCAI) AD states there have been a "few" reports of cracks and failure of the main rotor hub (MRH) cone restrainer support lugs at their attachment points on the reinforcement ring where the dome fairing is secured. Also, cracks on the dome fairing support have been reported. Failure of the cone restrainer support or the dome fairing support attachment lugs may lead to loss of the dome fairing, damage to the rotor blades, and subsequent loss of control of the helicopter.

### **Actions and Compliance**

(e) Required as indicated:

(1) Within 15 hours time-in-service (TIS), unless already done, and thereafter at intervals not to exceed 15 hours TIS, visually inspect for a crack in the area of the attachment points on the MRH reinforcement ring of the lugs securing the cone restrainer support and also of the lugs securing the dome fairing support as depicted in Figures 1 and 2 of Eurocopter Emergency Alert Service Bulletin No. 05A003, Revision 2, dated February 3, 2009 (EASB No. 05A003) and by following the Accomplishment Instructions, paragraph 2.B.1, of EASB No. 05A003.

Note: The one EASB No. 05A003 applies to two different model helicopters: Eurocopter Model EC225LP helicopters that are type- certificated in the United States and Eurocopter Model EC725AP military helicopters that are not type-certificated in the United States.

(2) If a crack is found in the area of any of the lugs of the cone restrainer support or the dome fairing support, as depicted in Figures 1 and 2 of EASB No. 05A003, before further flight, modify the MRH by replacing both the cone restrainer support and the dome fairing support assembly by following the Accomplishment Instructions, paragraphs 2.B.1. and 2.B.2., reidentify the cone restrainer support and dome fairing assembly by following paragraph 2.D., and if removed, track and balance the main rotor blades by following paragraph 3.B.3. of Eurocopter Service Bulletin No. 62- 007, Revision 1, dated July 10, 2009.

(f) Replacing and reidentifying both the cone restrainer support and the dome fairing support assembly in accordance with paragraph (e)(2) of this AD constitutes terminating action for the requirements of this AD.

### **Differences Between this AD and the MCAI AD**

(g) We do not specify dates because the dates are already passed nor do we specify the time in days but rather only in hours TIS. We also use a different initial compliance time. Also, we use inspect rather than check when referring to an action required by a mechanic as opposed to a pilot.

### **Other Information**

(h) Alternative Methods of Compliance (AMOCs): The Manager, Safety Management Group, ATTN: DOT/FAA Southwest Region, Gary Roach, ASW-111, Aviation Safety Engineer, Rotorcraft Directorate, Regulations and Guidance Group, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5130, fax (817) 222-5961, has the authority to approve AMOCs for this AD, if requested, using the procedures found in 14 CFR 39.19.

(i) A special flight permit may be issued to ferry the helicopter to a location where the modification can be done, provided the dome fairing and its attachment screws are removed. When allowing flight with the dome fairing removed, the special flight permit must contain information that alerts the flight crew that when flying without the dome fairing, the lateral vibrations of the helicopter significantly increase at speeds of 70 to 120 knots. These lateral vibrations do not affect flight safety.

### **Related Information**

(j) European Aviation Safety Agency (EASA) Airworthiness Directive No. 2009-0024, dated February 20, 2009, contains related information.

### **Joint Aircraft System/Component (JASC) Code**

(k) The JASC Code is 6220: Main Rotor Head.

### **Material Incorporated by Reference**

(l) You must use the specified portions of Eurocopter Emergency Alert Service Bulletin No. 05A003, Revision 2, dated February 3, 2009, and Eurocopter Service Bulletin No. 62-007, Revision 1, dated July 10, 2009, to do the actions required.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, TX 75053-4005, telephone (800) 232-0323, fax (972) 641-3710, or at <http://www.eurocopter.com>.

(3) You may review copies at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Fort Worth, Texas, 76137; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.