


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2009-0122R1</b></p> <p><b>Date: 27 October 2010</b></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 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><b>Type Approval Holder's Name :</b></p> <p>EUROCOPTER</p>	<p><b>Type/Model designation(s) :</b></p> <p>EC 120, AS 350, EC 130, AS 355, AS 365, EC 155, SA 330, AS 332 and EC 225 Helicopters</p>
TCDS Numbers:	DGAC 189; EASA.R.008; EASA.R.146; DGAC 159; DGAC 127; EASA.R.002
Foreign AD:	Not applicable
Supersedure:	This AD revises EASA AD 2009-0122 issued the 10 June 2009 that superseded DGAC France AD F-2001-318 dated 25 July 2001
<b>ATA 25</b>	<b>Equipment / Furnishings – Load Release Units – Inspection / Modification / Limitation</b>
Manufacturer(s):	EUROCOPTER (formerly EUROCOPTER FRANCE, AEROSPATIALE)
Applicability:	<p>Eurocopter helicopter models:</p> <p>EC 120 B,  AS 350 B, BA, B1, B2, B3, BB and D,  EC 130 B4,  AS 355 E, F, F1, F2 and N,  AS 365 N, N1, N2 and N3,  EC 155 B and B1,  SA 330 F, G and J,  AS 332 C, C1, L, L1 and L2,  EC 225 LP,  all serial numbers, if equipped with any type of SIREN Load Release Units.</p>
Reason:	DGAC France AD F-2001-318 was issued following the discovery of an anomaly on the locking keeper of the cargo hook which might preclude release of the load when needed.

	<p>In addition, some cases of jamming of the load attachment ring on the cargo hook in the open position have been reported. These events were caused by the use of rings having incorrect size for the SIREN load release units. This condition, if not corrected, can lead to the loss of the hanging load.</p> <p>AD 2009-0122 which superseded DGAC France AD F-2001-318 retaining its requirements, required for cargo hook operations the use of rings and shackles within the specified tolerances, in accordance with the instructions of the relevant Eurocopter Alert Service Bulletin (ASB). It also required to affix a locally-made placard on the cargo hook, with instructions on the proper load hang-up under the helicopter and to insert copies of ASB appendices in the applicable Flight Manual pending availability of the relevant revisions.</p> <p>An enquiry recently received about AD 2009-0122 has shown a typographic error in paragraph (1) of the AD. For this reason, this AD is revised and clarifies that the inspection of the cargo hook locking keeper clearance is a one time inspection only (in compliance with applicable Eurocopter ASBs).</p>
Effective Date:	<p>Revision 1: 10 November 2010</p> <p>Original issue: 24 June 2009</p>
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) From 25 July 2001, the effective date of DGAC France AD F-2001-318, before the next cargo hook operation using SIREN load release units part number (P/N) AS21-5-(1 to 7) with a serial number below 415, check that the clearance "J" of the cargo hook locking keeper is within the limits specified in paragraph 2.B.1 of the applicable ASB, depending on the helicopter type.</p> <p>(2) From 24 June 2009 [the effective date of the original issue of this AD], before the next cargo hook operation using any SIREN load release unit (P/N AS21-5-(1 to 7) included):</p> <p>(2.1) Check the sizes of the rings and shackles currently used for cargo hook operations and prohibit usage of any ring or shackle being beyond the tolerances indicated in paragraph 2.B.1 or 2.B.2., depending on the helicopter type, of the applicable ASB.</p> <p>(2.2) Pending the update of the relevant Flight Manual, insert a copy of Appendices 1, 2 and 3 of the ASB in the Flight Manual, in accordance with paragraph 1.E.2.a of the applicable ASB.</p> <p>(2.3) Install a locally-made placard close to the maximum load placard of the load release unit, indicating the hang-up instructions in accordance with paragraph 2.B.2 or 2.B.3, depending on the helicopter type, of the applicable ASB.</p> <p>(3) From 24 June 2009 [the effective date of the original issue of this AD], no person shall use ring or shackle whose sizes are beyond the tolerances indicated in paragraph 2.B.1 or 2.B.2., depending on the helicopter type, of the applicable ASB, nor install several rings/shackles or straps or cables for directly attaching the load to the cargo hook.</p>
Ref. Publications:	<p>EC120 ASB 04A004 Revision 0 dated 12 May 2009;</p> <p>AS 350 ASB 01.00.49 Revision 0 dated 12 May 2009;</p> <p>EC 130 ASB 04A003 Revision 0 dated 12 May 2009;</p> <p>AS 355 ASB 01.00.47 Revision 0 dated 12 May 2009;</p> <p>EC 155 ASB 04A001 Revision 0 dated 12 May 2009;</p> <p>AS 365 ASB 01.00.53 Revision 0 dated 12 May 2009;</p> <p>AS 332 ASB 01.00.66 Revision 0 dated 12 May 2009;</p>

	<p>SA 330 ASB 01.60 Revision 0 dated 12 May 2009; EC 225 LP ASB 04A004 Revision 0 dated 12 May 2009.</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 required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication.</li><li>3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification 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 (0)4 42 85 97 97, Fax +33 (0)4 42 85 99 66 E-mail: <a href="mailto:Directive.technical-support@eurocopter.com">Directive.technical-support@eurocopter.com</a>.</li></ol>