

LUFTFARTSDIREKTORATET
Avd. for Luftfartsinspeksjon
FORNEBU-OSLO/Dep.

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Telex : 11032 Oslo



LUFTDYKTIGHETSPÅBUD

(LDP)

Aerospatiale

23/73

25.4.1973

Med hjemmel i lov om luftfart av 16. desember 1960 § 47, 2. ledd og § 214, Kgl. res av 8. desember 1961, litra K og Samferdselsdepartementets brev datert 23. mars 1964, fastsetter Luftfartsdirektoratet følgende forskrift.

KONTROLL AV BOLTFORBINDELSE I "MAIN GEAR BOX" PÅ HELIKOPTER ALOUETTE III/LAMA

Påbudet gjelder:

Alle varianter av Alouette III SE3160, SA316B, SA316C, SA319B og Lama SA315. Unntak er helikoptere som har fått utført denne kontroll.

Påbudet omfatter:

Kontroll av tiltrekningsmoment på bolter 3130S.62.02.012.1 som forbinder "ring gear" 3130S.62.22.050 til "coupling flange" 3130S.62.02.005 (kun på Alouette III) eller 3160S.62.02.005. Kontrollen skal utføres som anvist i Service Bulletin Aerospatiale Alouette No. A.01-32, datert 8. mars 1973 eller Service Bulletin Aerospatiale Lama SA315 No. A.01-05, datert 8. mars 1973. Om boltene ikke har anvist tiltrekningsmoment skal dette korrigeres etter de anvisninger som er gitt i nevnte Service Bulletins.

Tid for utførelse:

På helikoptere med "main gear box" som har mer enn 50 timers gangtid siden ny eller overhalt: Før første flyging etter mottakelse av denne LDP. På helikoptere med "main gear box" som har mindre enn 50 timers gangtid siden ny eller overhalt: Innen 50 timers gangtid er oppnådd.

Referanse:

Bureau Veritas Consigne de Navigabilité No. 73-40-17, Service Bulletin Aerospatiale Alouette No. A.01-32, datert 8. mars 1973 og Service Bulletin Aerospatiale Lama No. A.01-05, datert 8. mars 1973 omhandler samme sak.

O. Bjørås

T. Stangstrand



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LUFTDYKTIGHETSPÅBUD (LDP)

Aerospatiale
51/74
28. oktober 1974

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43 jfr. kgl. res av 8. desember 1961, litra K og Samferdselsdepartementets bemyndigelse av 23. mars 1964 fastsetter Luftfartsdirektoratet følgende forskrift om luftdyktighet.

KONTROLL AV OLJEN I "MAIN GEAR BOX" PÅ SA315 LAMA

Påbudet gjelder:

Aerospatiale SA315 Lama.

Påbudet omfatter:

Oljen i "main gear box" skal kontrolleres visuelt for tegn på nedbryting av "gear casing protection". Kontroll av oljen og eventuelt "main gear box", skal utføres i samsvar med anvisninger gitt i Bulletin Service Aerospatiale Lama SA315 No. 01.08.

Tid for utførelse:

Ved hvert daglig ettersyn.

Referanse:

Consigne de Navigabilité 74-79-6 og Bulletin Service Aerospatiale Lama SA315 No. 01.08 omhandler samme sak.

C. Hjeltnes

T. Staudstrand



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LUFTDYKTIGHETSPÅBUD (LDP)

Aerospatiale
68/75
29. september 1975

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43 jfr. kgl. res av 8. desember 1961, litra K og Samferdselsdepartementets bemyndigelse av 23. mars 1964 fastsetter Luftfartsdirektoratet følgende forskrift om luftdyktighet.

MODIFIKASJON AV "MAIN ROTOR HYDRAULIC DAMPERS"

Påbudet gjelder:

Societe Nationale Industrielle Aerospatiale modell SE-3130, SE-313B, SA-315B, SE-3160, SA316B, SA-36C, SA-3180, SA-318B, SA-318C og SA-319B helikoptere, utstyrt med "main rotor hydraulic dampers" P/N 3130S.13. 60.000.

Påbudet omfatter:

For å hindre for kraftig vibrasjon eller bakkeresonans, skal følgende utføres:

1. På helikoptere av modell SA-3160, SA-316B, SA-316C og SA-319B, skal en midlertidig plakat plasseres på instrumentpanelet, lett synlig for flygeren. Plakaten skal ha teksten - "Do not change altitude more than 6600 feet during any one flight."
Plakaten kan fjernes når punkt 2 er utført.
2. "Main rotor hydraulic dampers" P/N 3130S.60.000 skal modifiseres i samsvar med underlag gitt i paragraf 2B (1), 2B (2) og 2 (C) av Lama Service Bulletin No. 65.20 (for modell SA-315B) respektive Alouette Service Bulletin No. 65.107 (for de andre berørte modellene).

Merk: Alouette Service Bulletin No. 01.39 refererer til punkt 1 av denne LDP.

Tid for utførelse:

Punkt 1: Innen videre flyging regnet fra mottakelse av denne LDP.

Punkt 2: Innen 30 oktober 1975.

Referanse:

FAA AD-note 75-17-30, Lama Service Bulletin No. 65-20 og Alouette Service Bulletin No. 65.107 omhandler samme sak.

O. Lyngås

T. Sandstrand

ES MERK!

For at angjeldende flymateriell skal være luftdyktig, må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDP's nummer.



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LUFTDYKTIGHETSPÅBUD (LDP)

Aerospatiale
69/75
29. september 1975

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43 jfr. kgl. res av 8. desember 1961, litra K og Samferdselsdepartementets bemyndigelse av 23. mars 1964 fastsetter Luftfartsdirektoratet følgende forskrift om luftdyktighet.

KONTROLL AV HALEROTORGEARBOKSEN PÅ ALOUETTE III/LAMA

Påbudet gjelder:

Societe Nationale Industrielle Aerospatiale modell SE3130, SE313B, SA315B, SE3160, SA316B, SA3180, SA318B, SA318C, SA319B utstyrt med halerotor gearbox P/N 3130S.66.20.000, 3130S.66.30.000, 3130S.66.40.000, 3130S.66.50.000, 3130S.66.60.000, 3130S.66.70.000 manglende modifikasjon AM 1004 eller P/N 3160S.66.00.000, 3160S.66.10.000 manglende modifikasjon AM 1582.

Påbudet omfatter:

Halerotor gearboxen skal kontrolleres og eventuelt modifiseres i samsvar med anvisninger gitt i Lama Service Bulletin No. 01.03 respektive Alouette Service Bulletin No. 0129.

Tid for utførelse:

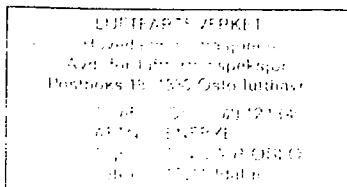
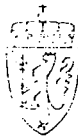
Innen 10 flytimer regnet fra 29. september 1975.

Referanse:

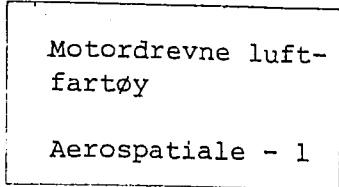
FAA AD-note 75-16-06, Lama Service Bulletin No. 01.03 og Alouette Service Bulletin No. 01.29 omhandler samme sak.

O. Lydås

T. Skardstrand



LUFTDYKTIGHETSPÅBUD (LDP)



Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43 jf. kgl. res. av 8. desember 1961, litra K og Samferdselsdepartementets bemyndigelse av 23. mars 1964 fastsetter Luftfartsverket følgende forskrift om luftdyktighet

8/80 MONTERING AV MAGNETPLUGG MED VARSELLYS

Påbudet gjelder:

Aerospatiale helikoptermodell AS 350 B

Påbudet omfatter:

Montering av magnetplugg med varsellys i reduksjonsgearkassen som vist i AS Service Bulletin No. 77.02 datert 20. desember eller senere revisjoner.

Tid for utførelse:

Innen 1. mars 1980.

Referanser:

Bureau Veritas AD 79-254-12(B) og AS Service Bulletin No. 77.02 omhandler samme sak.

9/80 KONTROLL AV MAGNETPLUGG PÅ GEARKASSEN

Påbudet gjelder:

Aerospatiale helikoptermodell AS 350 B påmontert Arriel IB motorer.

Påbudet omfatter:

På grunn av skader oppstått på lager i reduksjonsgearkassen skal følgende utføres:

1. Foreta kontroll av magnetpluggen i reduksjonsgearkassen. Dersom blanke partikler eller matte biter blir funnet, skal gearkassen behandles som vist i Turbomeca's Maintenance Manual og Service Letter No 750/79/ARL/15 for Arriel motorer. Belegg av metallstøv kan godtas.
2. Noter verdiene for motoroljetrykket som følger:
 - a) I begynnelsen av hver flyging, når temperaturen på motoroljen har stabilisert seg og kraftturbinens turtall ligger mellom 92 og 96%, noteres kraftturbinens turtall samt oljetrykket.

forts.

28-1-1980

Motordrevne luft-
fartøy

Aerospatiale - 1

forts.
9/80

- b) Hold øye med oljetrykket under den videre flyging.
Dersom trykket stiger, justeres kraftturbinens tur-
tall til verdier i pkt. a og oljetrykket noteres på
nytt.
3. Dersom oljetrykket øker med 1 bar i forhold til pkt. 2, må
landings foretas så snart som mulig.
4. Dersom landing foretas som følge av pkt. 3 kan flygingen
fortsette dersom:
 - a) Magnetpluggen tilfredsstiller kravet i pkt. 2.
 - b) Indikatoren for oljefilteret ikke viser at filteret
er tett.
 - c) Under den videre flyging begrensningene i pkt. 2 og
3 ikke overskrides.
 - d) Lengden av hver flyging ikke overskrider 30 minutter.
5. Før videre flyging på betingelser gitt i pkt. 1, 2 og 3
foretas skal retningslinjer i Turbomeca's underlag for
Arrial motorer (Maintenance Manual med tillegg av Service
Letter No.750/79/ARL/15 og 751/79/ARL/16) følges.

Tid for utførelse:

Pkt.1 : Før hver flyging etter 28. januar 1980

Pkt.2 : Under flyging

Referanser:

Bureau Veritas AD-79-210-10 (B)

28.1.80

R. Ulltang

R. Jacobs

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LUFTDYKTIGHETSPÅBUD (LDP)

Motordrevne luft-
fartøy -
Aerospatiale - 2

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43 jfr. kgl. res. av 8. desember 1961, litra K og Samferdselsdepartementets bemyndigelse av 23. mars 1964 fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

14/80 MODIFIKASJON AV HALEROTORENS GEARKASSE

Påbudet gjelder:

Aerospatiale helikoptermodell AS 350

Påbudet omfatter:

Pga. at det er oppdaget tilfeller med alvorlige skader på halerotorens gearkasse eller dens festebraketter skal Aerospatiale Service Bulletin AS 350 no. 65.13. eller senere revisjoner utføres.

Tid for utførelse:

Innen 20. februar 1980.

Referanser:

Bureau Veritas AD 79-217-11 (B) datert 14. november 1979..

59/80 KONTROLL OG MODIFIKASJON AV OLJETEMPERATURSYSTEMETS VARSELSKRETS

Påbudet gjelder:

Aller Aerospatiale helikopter modeller AS 350 (Astar og Ecureuil)

Påbudet omfatter:

Pga. at det kan forekomme dårlig kontakt mellom "thermal switch", delnr. 094775.01 og hovedgearkassens hus slik at varselslyset ikke virker skal følgende utføres som vist i Aerospatiale Service Bulletin AS 350 No. 65.18 eller senere revisjoner:

1. Kontroller at varselslyset virker som det skal. Dersom lyset ikke virker skal modifikasjon AMS 350A.07.0733 utføres før første flyging.
2. Foreta modifikasjon i pkt. 1 som vist i gjeldende Service Bulletin.

Tid for utførelse:

Pkt. 1. Daglig etter siste flyging fra dato 17.9.80. inntil pkt. 2 er utført.

Pkt. 2. Innen 300 timers gangtid etter 17.9.80

Referanser:

Fransk AD BV 80-104-13(B)

23.6.83.

73/80 MODIFIKASJON AV VARSLESLYS FOR MAGNETPLUGGEN I OLJESYSTEMET

Påbudet gjelder:

Aerospatiale helikoptermodell AS 350 B Ecureuil

Påbudet omfatter:

Skift ut rødt varsellys for magnetpluggen i oljesystemet med ravfarget (amber) og sett inn revisjon nr: 5 Flight Manual som vist i Aerospatiale Service Bulletin AS 350 nr. 77.02 utgave 2 eller senere revisjoner.

Tid for utførelse:

Innen 31. mars 1981

Referanser:

Bureau Veritas AD 80-165-14 (B)

79A/80 SPREKKONTROLL AV SVEISEPUNKTER I HALEPARTIET

Påbudet gjelder:

Aerospatial SA315B AL.III (Lama) helikoptermodeller.

Påbudet omfatter:

For å unngå mulig tap av stabilisatoren under flyging skal sprekkkontroll ved hjelp av "Dye-penetant" metoden utføres av sveisepunkter som vist i Aerospatiale Lama Service Bulletin no. 05.15 eller senere revisjoner.

Tid for utførelse:

Innen 50 timers gangtid etter 7.11.1980 og deretter med 25 timers mellomrom.

Referanser:

Bureau Veritas AD 80-99-19 (B) og 83-24-24 (B).

CANCELLED
ERSATTET
AV 6A/83

LUFTDYKTIGHETSPÅBUD (LDP)

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43 jfr. kgl. res. av 8. desember 1961, litra K og Samferdselsdepartementets
bermyndigelse av 23. mars 1964 fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

189A/80 KONTROLL AV BOLTER FOR FESTE AV "STARFLEX HUB"

Påbudet gjelder:

Aerospatiale AS 350; alle versjoner og serienr.

Påbudet omfatter:

Pga. at det er oppdaget sprekker forårsaket av slitasjemerker og korrosjon (fretting corrosion) på bolter med delnr. 350A 37.1202.20 og 350A 37.1224.20 som fester "Starflex hub" til hovedrotorakselen skal følgende utføres:

Kontroller at muttrene er tildratt som angitt i Aerospatiale S.B. AS 350 nr. 05.04 Rev. 1. Dersom momentet ikke ligger innen de oppgitte toleranser skal boltene skiftes ut før første flyging. Dersom flere enn 4 bolter ikke ligger innenfor de oppgitte toleranser skal alle 12 bolter skiftes ut før første flyging. De utskiftete bolter skal enten ha samme delnr. som de gamle eller være luftdyktig i.h.t. S.B. AS 350 No 05.04 Rev. 1.

Anmerkning

Magnafluxkontrollen av boltene kan om ønskelig erstattes av sprekkekontroll ved hjelp av lupe eller "dye-penetrant". Boltene, dersom funnet luftdyktige, skal merkes med rød lakk på hodet og gangtiden begrenses til 50 timer med påfølgende kassasjon.

Tid for utførelse

Luftfartøy med en total gangtid på 590 timer eller mer.

Innen 10 timers gangtid etter 26.11.80, og deretter med 400 timers mellomrom.

Luftfartøy med en total gangtid på mindre enn 590 timer.

Innen 600 gangtimer er oppnådd og deretter med 400 timers mellomrom.

Referanse:

Fransk AD 80-184-015(B)R1

15.11.88

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDP's nummer.

90/80

KONTROLL FOR SLITASJE PÅ "SPLINES" I HOVEDGEARKASSEN.

Påbudet gjelder:

Aerospatiale helikoptermodell Alouette III SA 315 B (Lama)

Påbudet omfatter:

For å kontrollere slitasjen på "splines" i hovedgearkassen (MGB) med delnr. 319 A.62.00.000.1 til .4. skal Aerospatiale Service Bulletin Lama No 05.16 eller senere revisjoner utføres.

Tid for utførelse:

MGB med en total gangtid på 390 timer eller mer.

Innen 10 timers gangtid etter 26.11.80 og
deretter med 400 timers mellomrom.

MGB med en total gangtid på mindre enn 390 timer.

Innen 400 gangtimer er oppnådd og deretter med 400 timers mellomrom.

Referanser:

BV AD 80-194-20 (B)

26.11.80

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LUFDDYKTIGHETSPÅBUD (LDP)

Motordrevne luft-
fartøy
Aerospatiale-4a
Erstatter
Aerospatiale-4

Med hjemmel i lov om luftfart av 16 desember 1960 §§ 214 og 43 jfr. kgl. res. av 8 desember 1961, litra K og Samferdselsdepartementets bemyndigelse av 23 mars 1964 fastsettes Luftfartsverket følgende forskrift om luftdyktighet

3/81 SPREKKKONTROLL OG MODIFIKASJON AV FREMRE FESTEBSLAG FOR TRANSMISJON- PLATTFORMEN

Påbudet gjelder:

Aerospatiale Alouette III/SA 315 B (Lama) helikoptere hvor modifikasjon AMS 2195, Service Bulletin No 53.05, ikke er utført.

Påbudet omfatter:

Pga det er funnet sprekker i stringer under transmisjonsplattformen ved fremre klammer med delnr. 55212,280 BGZ skal Lama Service Bulletin No 05.17 eller senere revisjoner utføres. Dersom sprekker eller deformasjoner blir funnet skal enten stringeren eller transmisjonsplattformen skiftes ut før neste flyging.

Tid for utførelse:

For helikoptere med en total gangtid på 390 timer eller mer siden ny eller siden hovedettersyn:
Innen 10 timers gangtid etter 18-2-81 og deretter med 400 timers mellomrom.

For helikoptere med en total gangtid mindre enn 400 timer siden ny eller siste hovedettersyn:
Innen en total gangtid på 400 timer er oppnådd og deretter med 400 timers mellomrom.

Etter at ovenstående modifikasjon er utført opphører sprekkkontrollen.

Referanser:

Fransk AD 80-250-21 (B)

22/81 MODIFIKASJON AV LASTEKROKENS UTLØSERMEKANISME

Påbudet gjelder:

Alle modeller Aerospatiale AS 350 (Astar og Ecureuil) påmontert "Cargo swing installation" og som ikke er modifisert i.h.t. AMS 350A.07.0890 ("Standby mechanical control with increased travel").

Forts.

Motordrevne luft-
fartøy
Aerospatiale - 4a
Erstatter Aerospatiale-4

22/81

forts. Påbudet omfatter:

Pga. uforvarende slipp av lasten forårsaket av overfølsom utløsermekanisme skal Aerospatiale AS 350 Service Bulletin no. 25.19 eller senere revisjoner utføres.

Tid for utførelse:

Før første flyging etter 25-5-81.

Referanser:

BV AD 81-67-16 (B).

29/81 KONTROLL OG UTSKIFTING AV BOLTER PÅ "HYDRAULIC PUMP DRIVE PULLEY"

Påbudet gjelder:

Alle Aerospatiale helikoptermodeller AS 350.

Påbudet omfatter:

Kontroller boltene mellom "hydraulic pump driving pulley" og "MGB input flange" som vist i Aerospatiale S.B. AS 350 no. 01.06 eller senere revisjoner.

Tid for utførelse:

Innen første reparasjon/vedlikehold i området ved koplingen mellom motor og MGB og senest innen 300 timers gangtid (T.1 type inspection.) etter 6-7-81.

Referanser:

Fransk AD 81-84-17(B).

R. Ulltang

6-7-81

J. Jacobsen

LUFTDYKTIGHETSPÅBUD (LDP)

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43 jfr. kgl. res. av 8. desember 1961, litra K og Samferdselsdepartementets bemyndigelse av 23. mars 1964 fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

134A/81 KONTROLL AV "MAIN GEARBOX" FOR SLITASJE

Påbudet gjelder:

Aerospatiale AS 350; alle versjoner og serienr.

Påbudet omfatter:

For å hindre svikt i kraftoverføringen mellom "bevel reduction gear" og "epicyclic reduction gear" i MGB, skal Aerospatiale Service Bulletin 05.06 Rev. 2, eller senere revisjoner utføres.

Tid for utførelse:

Før første flyging etter 10.8.81, for enheter med total gangtid på 300 timer eller mer. Deretter gjentatte kontroller med 300 timers mellomrom.

Fra oljeprøve er tatt til analyseresultatet foreligger, må gangtiden ikke overskride 100 timer.

Referanse:

Fransk AD 81-094-018(B) R2

56/81 KONTROLL AV HALEROTORENS "PITCH CHANGE HORN ASSEMBLY"

Påbudet gjelder:

Alle Aerospatiale helikoptermodeller AS 350.

Påbudet omfatter:

Utfør kontroll av halerotorens "Pitch Change Horn Assembly" med delnr. 350A.12.1368.01 som vist i Aerospatiale Service Bulletin AS 350 no. 01.07. eller senere revisjoner.

Tid for utførelse:

Innen 10 timers gangtid etter 28.10.81 dersom telex service no. 01.07A ikke allerede er utført.

Referanser:

Bureau Veritas 81-108-19 (B) datert 17. juni 1981

15.11.88

11/82 KONTROLL OG MODIFIKASJON AV HALEFINNENS FESTBESLAG

Påbudet gjelder:

Alle Aerospatiale AS 350 modeller

Påbudet omfatter:

Pga. flere tilfeller av sprekkdannelse i flensene på halefinnens feste-
beslag skal følgende utføres:

1. Foreta visuell kontroll for sprekker på den synlige del av beslaget som vist i Aerospatiale telex service AS 350 no.05.07 datert 13/10/1981 etterfulgt av telegrafisk Airworthiness Directive utgitt av DGAC/SFACT/TC den 15. oktober 1981.
2. Utfør modifikasjon av festebeslag som vist i Aerospatiale S.B. 350 no. 55.02 eller senere revisjoner.

Tid for utførelse:

Pkt. 1: Innen første flyging etter 5.2.1982 og deretter med 10 timers mellomrom inntil pkt. 2 er utført.

Pkt. 2: Innen 100 timers gangtid etter 5.2.1982.

Referanser:

Bureau Veritas AD 81-203-21 (B)

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LUFFDYKTIGHETSPÅBUD (LDP)

Motordrevne luft-
fartøy
Aerospatiale-6

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43 jfr. kgl. res. av 8. desember 1961, litra K og Samferdselsdepartementets bemyndigelse av 23. mars 1964 fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

24/82

KONTROLL AV "CLOGGING INDICATOR" PÅ BRENNSTOFFILTRENE

Påbudet gjelder:

Alle Aerospatiale modeller AS 350 helikoptere (Astar og Ecureuil)

Påbudet omfatter:

Pga. flere rapporterte tilfeller av feilindikering på "Clogging indicator" på le Bozec og Cochier brennstoffilter skal kontroll utføres som vist i "temporary revision 11B på arbeidskort 28-00-501 i maintenance manual.

Denne kontrollen kan utelates dersom allerede utført i.h.t Aero-
spatiale Telex service no. 01-08 dater 7. januar 1982.

Tid for utførelse:

Innen 10 timers gangtid etter 25.5.1982 og deretter med 100 timers mellomrom.

Referanser:

Bureau Veritas AD 83-23-23.

25/82

KONTROLL AV HALEROTORBLADENES BESKYTTELSESLIST PÅ FORKANT EN

Påbudet gjelder:

Alle Aerospatiale helikopter modeller AS 350 (Astar og Ecureuil) med halerotorblader 350A.12,0020 til .10, 350A.12.0030.00 til .05, 350A.08.1011.00.

Påbudet omfatter:

Pga. flere tilfeller av separasjon av den rustfrie beskyttelseslisten på bladenes forkant skal kontroll utføres som vist på arbeidskort AS 350 no. 65.20.601.

Tid for utførelse:

Blader med en gangtid på 0-100 timer siden ny eller overhald.
Innen første flyging etter 25.5.1982 og deretter med 10 timers mellomrom, inntil 100 timers gangtid er oppnådd.

Blader med en gangtid på mer enn 100 timer siden ny eller overhald.

forts.

25.5.1982

MERK!

For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i ved-

25/82
forts. Innen 10 timers gangtid etter 25.5.1982 for å fastslå effektiviteten av kontrollen som normalt utføres i.h.t. den anbefalte vedlikeholdsordningen.

Referanser:

Bureau Veritas AD 82-24-24 (B)

26/82 SPREKKONTROLL AV OMRÅDET RUNDT FESTELABBENE FOR HALEROTORENS GIRKASSE

Påbudet gjelder:

Aerospatiale helikoptermodell SA 315 B, Lama.

Påbudet omfatter:

For om mulig å oppdage sprekker i området ved TR girkassens støttelabber (support lugs) på halebommen (cluster 32) skal en detaljert sprekkekontroll utføres som angitt i Alouette Aerospatiale S.B. no. 05.19 eller senere revisjoner.

1. Foreta sprekkekontroll ved kontrastprøve med penetrerende væske.
2. Foreta visuell kontroll.
3. Foreta sprekkekontroll ved hjelp av lupe som forstørrer minst 5 ganger.

Tid for utførelse:

Pkt. 1: Innen 50 timers gangtid etter 25.5.1982 og deretter hver gang girkassen blir tatt av.

Pkt. 2: Etter siste flyging hver dag.

Pkt. 3: Med 400 timers mellomrom etter at pkt. 1 er utført.

Referanser:

Bureau Veritas 82-29-22 (B)

R. Ulltang

R. Jacobsen
25.5.1982

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE LUFT-
FARTØY
AEROSPATIALE - 7

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43, jfr. kgl. res. av 8. desember 1961, litra K, og Samferdselsdepartementets bemyndigelse av 23. mars 1964, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

40D/82 KONTROLL OG GANGTIDSBEGRENSNING AV LAGER I HALEROTORENS GIRBOKS

Påbudet gjelder:

Aerospatiale AS 350 B, B1, B2 og D, med følgende type lager i bakre segment av halerotortransmisjonen:

Ikke smørbare lager: SKF P/N 6007.2RS 1 MT 47CA
AS P/N 704A33.651.010

Smørbare lager: AS P/N 704A33.651.111
AS P/N 704A33.651.111

Påbudet omfatter:

For å unngå svikt i kraftoverføringen til halerotoren skal tiltak utføres i samsvar med Aerospatiale SB AS 350 nr. 05.08 R4.

Anm.: AS 350 SB nr. 05.08 R4 spesifiserer toleransene og målingene som må foretas ut fra de funn som blir gjort.

Tid for utførelse:

Dersom ikke allerede utført:

Gjelder bare ikke-smørbare lager:

Inspeksjonene beskrevet i paragraf 1C(1) og 1C(2) i AS 350SB nr. 05.08 R4 skal utføres innen 50 flytimer etter 01.06.93.

Gjelder for alle lager beskrevet i denne LDP:

Den visuelle inspeksjonen som er beskrevet i paragraf 1C(2)(b) i AS 350 SB nr. 05.08 R4, må utføres (uten å fjerne lageret) med intervall på 100 driftstimer.

Tilstanden til lager og infestning skal kontrolleres i henhold til paragraf 1C(2) i AS 350 SB nr. 05.08 R4, med intervall 400 driftstimer.

Gjelder bare smørbare lager:

Innen 100 driftstimer etter 01.06.93 skal lagrene på luftfartøy med drivaksel med smørbare lager, smøres i henhold til Maintenance Manual work card 12.00.00.305.

Anm.: Ikke smørbare lager av type SKF P/N 6007.2RS 1 MT 47CA og AS P/N 704A33.651.010 har en gangtid på 1200 timer.

01.06.93

LUFTDYKTIGHETSPÅBUD

40C/82

Referanser:

CANCELLED

DGAC 82-077-025 (B) R4.

47/82

SPREKKONTROLL AV FINNENS ØVRE FESTEBSLAG

Påbudet gjelder:

Aerospatiale helikoptermodell AS 350 (Astar og Ecureuil) som ikke er modifisert i.h.t. SB AS 350 no 55.03.

Påbudet omfatter:

Pga at flere tilfeller av sprekker er oppdaget skal en visuell kontroll utføres som vist i Aerospatiale Service Bulletin AS 350 no 05.09 eller senere revisjoner. I tvilstilfelle skal kontroll utføres ved hjelp av kontrastprøve med penetrerende væske.

Tid for utførelse:

Innen 10 timers gangtid etter 13.9.82 og deretter før første flyging hver dag.

Referanser:

Bureau Veritas AD 82-98-26 (B) datert 7/28/1982.

13.09.82

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LUFTDYKTIGHETSPÅBUD (LDP)

Motordrevne luft-
fartøy
Aerospatiale-8

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43 jfr. kgl. res. av 8. desember 1961, litra K og Samferdselsdepartementets bemyndigelse av 23. mars 1964 fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

6A/83 FJERNING AV KLARINGER VED HALEFLATENS INNVESTING

Påbudet gjelder:

Aerospatiale helikoptermodell SA 315 B Alouette III påmontert haleflate med delnr 315A.35.10.000.1 modifisert AMS 2215 (S.B. no. 55-01) eller 315A.35.10.000.2 etter modifikasjon AMS 2199 (forsterking av sveis på "stabilizer spar tube").

Påbudet omfatter:

For å unngå slitasje på haleflatens festebeslag skal Aerospatiale Service Bulletin LAMA no 55-02 eller senere revisjoner utføres.

Tid for utførelse:

Neste gang boltene tas ut eller senest innen 1.3.83. Etter at denne LDP er utført kan kontrollen av "Spar tube attachment fitting" i LDP 79/80 eller senere revisjoner sløyfes.

Referanser:

BV AD 82-168-23(B)

24/83 KONTROLL AV OLJEFILTER OG UTSKIFTING AV MAGNETPLUGG I MGB

Påbudet gjelder:

Alle Aerospatiale helikoptermodeller AS 350 utstyrt med girkasse, MGB, med magnetplugg av type TEDECO ref. B4439 med elektrisk varsel.

Påbudet omfatter:

Pga at den magnetiske pluggen av ovenstående type ikke alltid virker tilfredsstillende skal Service Bulletin AS 350 No. 05.12 datert 29.11.82 eller senere revisjoner utføres til tider angitt i denne.

Tid for utførelse:

Innen 10 timers gangtid etter 22.4.83 for girkasser med gangtid på 90 timer siden den ble tatt i bruk eller siden siste kontroll av oljefilteret og deretter med 100 timers mellomrom. Innen 100 timers gangtid er oppnådd for girkasser med gangtid mindre enn 90 timer siden den ble tatt i bruk eller siden siste kontroll av oljefilter og deretter med 100 timers mellomrom.

Etter at ny magnetplugg med elektrisk varsel, type TEDECO ref. ME4439P er montert i.h.t. modifikasjon 350A.07.1211/S.B.N.65.20 rev. 1. eller senere revisjoner opphører kontrollen angitt i denne LDP.

forts.

23.6.83.

MERK!

For at angjeldende flymaterieell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i ved-

kommande journal med henvisning til denne LDP.

24/83
forts.

Referanser:

BV AD 82-175-29(B) datert 15.12.82 og S.B. AS 350 no. 05.12 datert 29.11.82 omhandler samme sak.

25/83

KONTROLL AV TILTREKKING AV BOLTER I SKJØTEN MELLOM "BEVEL RING GEAR" OG VERTIKAL AKSEL

Påbudet gjelder:

Alle Aerospatialemodeller av AS 350 med "bevel reduction gear modules" delnr. 350A. 32.0300.00, .01 og .02.

Påbudet omfatter:

Pga. flere tilfeller av brudd på bolter i skjøten mellom "bevel ring gear" og den vertikale akselen skal boltene kontrolleres for korrekt tiltrekking som vist i S.B. AS 350 N. 05.10 eller senere revisjoner.

Tid for utførelse:

Innen 10 timers gangtid etter 22.4.83 og deretter til tider angitt i S.B.

Referanser:

BV AD 82-176-28(B) datert 15.12.82 og S.B. AS 350 no. 05.10 datert 29.11.82 omhandler samme sak.

26/83

KONTROLL FOR SPREKKER I HALEROTORBLADENE

Påbudet gjelder:

Alle Aerospatiale helikoptermcdeller AS 350 med halerotorblader med delnr. 350A.08.1011.00, 350A.12.0020.00 til .09 og 350A.12.0030.01 til .05.

Påbudet omfatter:

Pga. at det i flere tilfeller er funnet sprekker i bjelken i roten av halerotorbladet skal Service Bulletin AS 350 No.05-11 datert 6.12.82 eller senere revisjoner utføres og til tider angitt i denne.

Tid for utførelse:

Innen første flyging etter 22.4.83.

Referanser:

BV AD 82-177-30(B) datert 15.12.82 og SB.AS350 no.05.11 datert 6.12.82 omhandler samme sak.

CANCELLED
MAKULENT

ERSTATET
AV 2/85

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE - 9

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43, jfr. kgl. res. av 8. desember 1961, litra K, og Samferdselsdepartementets bemyndigelse av 23. mars 1964, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

28/83 KONTROLL AV HOVEDROTORMASTAKSEL FOR SPREKKER OG KORRSJON

Påbudet gjelder:

Alle Aerospatiale AS 350 (Astar og Ecureuil) med hovedrotormastaksel med delnr. 350 A.37.1076.00 til .05.

Påbudet omfatter:

Kontroller hovedrotormastaksel for sprekker og korrosjon som vist i Aerospatiale telex Service AS 350 no 05-13 eller senere revisjoner.

Tid for utførelse:

1. Før første flyging etter 23.06.83 dersom det plutselig har oppstått "tracking" problemer eller om disse har oppstått gjentatte ganger.
2. Innen 50 timers gangtid etter 23.06.83 for hovedrotormaster med en total gangtid på 250 timer eller mer og deretter med 300 timers mellomrom.
3. Innen 300 timers gangtid etter 23.06.83 for hovedrotormaster med en total gangtid mindre enn 250 timer og deretter med 300 timers mellomrom.

Referanser:

BV AD 83-30-31 (B)

46/83 UTSKIFTING AV HALEROTORBLADER

Påbudet gjelder:

Aerospatiale AS 350.

Påbudet omfatter:

Det har forekommet at limingen av stålforkanten på halerotorens blader har løsnet. Dette er vanskelig å oppdage ved inspeksjon. Skift derfor ut halerotor delnr. 350A.12.0030.01 til 05, serienr. 979 til og med 1150 untatt følgende serienr.: 997, 998, 999, 1004, 1010, 1014, 1016, 1021, 1022, 1023, 1024, 1025, 1026, 1028, 1029, 1033, 1044 og 1136.

Anm.: Halerotorbladene kan brukes igjen dersom ny stålforkant blir limt på av Aerospatiale eller verksted godkjent av Aerospatiale for dette arbeid, som utføres i henhold til SB Aerospatiale AS 350 nr. 01.10 eller senere revisjoner.

09.12.83

LUFTDYKTIGHETSPÅBUD

Tid for utførelse:

Innen 31.12.83.

Referanse:

BV AD 83-75-33(B).

47A/83

UTFØRELSE AV EUROCOPTER FRANCE SA 315 SB No 01-18 R1

Påbudet gjelder:

Aerospatiale Alouette III Lama SA 315B.

Påbudet omfatter:

For å forhindre svikt i "eye end-fitting" på "Main Gearbox "A" Frame" skal de tiltak og gangtidsbegrensninger som er beskrevet i Aerospatiale Service Bulletin No 01-18 R1, datert 14.04.93, eller senere revisjoner etterfølges.

Tid for utførelse:

Dersom ikke allerede utført:

1. For luftfartøy i drift:

Innen 50 flytimer etter 01.08.93.

2. Reservedeler:

Innen en ny eller reparert "MGB "A" Frame" installeres på et helikopter.

Anm.: Dersom det ut ifra "A" Frame Equipment Log Card" ikke er mulig å bestemme antall flytimer siden:

- *et selvsentrerende lager (self-aligning) ble skiftet, skal "A" Frame" sendes til et autorisert verksted;*
- *et "eye end-fitting" ble skiftet, skal "MGB "A" Frame" kasseres; innen 100 flytimer etter 01.08.93.*

Referanse:

DGAC AD 83-084-025R1.

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LUFTDYKTIGHETSPÅBUD (LDP)

Motordrevne luft-
fartøy

Aerospatiale - 10

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43 jfr. kgl. res. av 8. desember 1961, litra K og Samferdselsdepartementets bemyndigelse av 23. mars 1964 fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

48/83

KONTROLL OG MODIFIKASJON AV SKYVEDØR

Påbudet gjelder:

Aerospatiale AS 350

Påbudet omfatter:

For å unngå at skyvedør med delnr. 350A.25.0030.00 og 350A.25.0030.01 skal falle av, må døren kontrolleres og modifiseres som beskrevet i Telex Service Aerospatiale AS 350 nr.05:14, datert 25.7.83 eller senere revisjoner.

Tid for utførelse:

Innen 300 timer total gangtid eller 50 timer etter 9.12.83, det som kommer sist.
Der etter med 300 timers intervall.

Referanser:

BV AD 83-145-34 (B)
Telex Service Aerospatiale AS 350 nr.05:14.

9.12.83

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDP's nummer.

18/84 KONTROLL OG MODIFIKASJON AV SKYVEDØR

Påbudet gjelder:

Aerospatiale AS 350, alle modeller som har skyvedør med delnr. 350A.25.0030.00 og 350A.25.0030.01.

Påbudet omfatter:

For å unngå at skyvedøren skal falle av skal Aerospatiale Telex Service nr. 05.14, dater 25.7.83 eller senere revisjoner utføres til de tider som er angitt i denne.

Tid for utførelse:

Innen 31.12.84.

Anm.: Dette LDP erstatter og opphever LDP 48/83

Referanser:

Fransk AD 83-169-35 (B).

ERSTATTE
AV 25/87

19/84 KORROSJONS- OG SPREKKONTROLL AV ROTORMASTEN

Påbudet gjelder:

Aerospatiale AS 350, alle modeller med rotormast delnr. 350.A.37. 1076.00 til og med .06.

Påbudet omfatter:

For å unngå sprekkdannelse som følge av korrosjon i overgangen mellom rotormasten og "MRH thrust flange", og i bolthullene til forbindelsen mellom rotormasten og rotorhodet skal Aerospatiale Service Bulletin AS 350 nr. 05.13 revisjon 1, eller senere revisjoner utføres.

Tid for utførelse:

Innen 10 timers gangtid dersom uventede eller gjentatte "tracking" problemer har oppstått.

Innen 50 timers gangtid for helikoptre med 250 timers gangtid eller mer etter 10.11.84.

Innen oppnådd gangtid på 300 timer for helikoptre som har mindre enn 250 timers gangtid etter 10.11.84.

Deretter gjentatte kontroller med 300 timers mellomrom.

Anm.: Dette LDP erstatter og opphever LDP 28/83.

Referanser:

Fransk AD 83-173-36 (B).

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE LUFT-
FARTØY
AEROSPATIALE - 11

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43, jfr. kgl. res. av 8. desember 1961, litra K, og Samferdselsdepartementets bemyndigelse av 23. mars 1964, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

23/84 MODIFIKASJON AV STABILISATOR

Påbudet gjelder:

Aerospatiale SA 315B LAMA.

Påbudet omfatter:

For å unngå svikt i "stabilizer spar tube" som følge av sprekkdannelse i området rundt sveisesømmene skal følgende utføres:

1. For stabilisatorer med delnr. 315A35.10.000.1:
Utfør modifikasjon AMS 2215 og AMS 2214 i samsvar med Aerospatiale LAMA Service Bulletin nr. 55.01 revisjon 1 eller SB nr. 55.02 revisjon 2, eller senere revisjoner av disse.
2. For stabilisatorer med delnr. 315A 35 10.002:
Utfør modifikasjon AMS 2214 i samsvar med Aerospatiale LAMA Service Bulletin nr. 55.02 revisjon 2, eller senere revisjoner.

Tid for utførelse:

Pkt. 1 og 2: Før første flyging etter 31.12.84.

Anm.: Dette LDP erstatter og opphever LDP 6A/83.

Referanse:

Fransk AD nr 83-204-26(B)

10.11.84

LUFTDYKTIGHETSPÅBUD

25A/84 KONTROLL AV HALEROTORENS "PITCH CHANGE CONTROL ROD"

Påbudet gjelder:

Aerospatiale SA 315B LAMA med "Tail rotor Pitch Control Rod" delnummer. 3160S66.00.001.3 som har lavere serienummer enn 20550 og har modifikasjon AMS 2178.

Påbudet omfatter:

For å forsikre at overgangen til riflingen (spline) på styrestagstappen er blitt korrekt behandlet etter "shot peening" metoden brukt i forbindelse med modifikasjon AMS 2178 skal kontroll og eventuell utbedring utføres i henhold til Aerospatiale LAMA SA 315 Service Bulletin nr. 09-19 R1.

Tid for utførelse: 01

Dersom ikke allerede utført:

1. Innen 50 timers gangtid etter 20.05.92 for:
 - a) Nye gearbokser med 700 timers gangtid eller mer.
 - b) Gearbokser som allerede er blitt overhalt.
2. Innen oppnådd gangtid på 750 timer for gearbokser som har mindre enn 700 timers gangtid.
3. Før montering i helikopteret etter utførelse av modifikasjon AMS 2178.

Referanse:

Fransk AD 84-084-27 (B)R1.

20.05.92 (

LUFTDYKTIGHETSPÅBUD (LDP)

Med hjemmel om lov om luftfart av 11. juni 1993 kap. IV § 4-1 og kap. XV § 15-4, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

2C/85 SPREKKONTROLL AV HALEROTOR

Påbudet gjelder:

Aerospatiale AS 350, alle modeller utstyrt med følgende halerotorblader:

- 350 A08.1011, alle "dash" nummer
- 350 A12.0020, " "
- 350 A12.0030, " "
- 350 A12.0031, " "
- 350 A12.0040, " "

Påbudet omfatter:

Foreta følgende kontroller i rotenden rundt halerotorbladenes bjelker:

1. Foreta kontroll, uten at bladene demonteres, i samsvar med pkt. 1C(1) i Eurocopter France Service Bulletin (SB) nr. 05.11, revisjon 5.
2. Dersom uvanlige lyder observeres ved utførelse av pkt. 1 i denne LDP, skal kontroll utføres og bladene demonteres, i samsvar med med pkt. 1C(2) i Eurocopter France SB nr. 05.11, revisjon 5.

Tid for utførelse:

1. Før første flyging etter 01.05.94, deretter ved intervaller ikke overstigende 30 flytimer.
2. Før videre flyging, samt hver gang bladinnfestningens laminatskall skiftes ut, i tilfelle avbalanseringsproblemer eller dersom det inntreffer andre hendelser som kan tenkes å ha negativ innvirkning på halerotoren.

Referanse:

DGAC AD 84-64-37 R3.

01.05.94

LUFTDYKTIGHETSPÅBUD

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDPs nummer.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE LUFT-
FARTØY

AEROSPATIALE - 13

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43 jfr. kgl. res. av 8. desember 1961, litra K og Samferdselsdepartementets bemyndigelse av 23. mars 1964 fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

45/86 KONTROLL AV "BEVEL RING GEAR/VERTICAL SHAFT" PÅ HOVEDGEARBOKSEN

Påbudet gjelder:

Aerospatiale AS 350 med "bevel ring reduction module", delnr. 350A.32.0300.00, .01 og .02.

Anm.: Unntatt fra denne LDP er enheter hvor en av følgende modifikasjoner er blitt utført:

AMS 07.7082 (INCREASING THE TORQUE LOADING - INTRODUCTION OF SELF-LOCKING NUTS)

AMS 07.7083 (POSITIVE SAFETYING OF BOLTS AND NUTS BY MEANS OF LOCKNUTS)

AMS 07.7098 (NEW RETAINING BOLTS AND SHUR-LOCK WITH POSITIVE SAFETYING)

Påbudet omfatter:

For å unngå svikt i boltene som forbinder "bevel ring gear" til rotorakselen skal følgende utføres:

1. Foreta visuell kontroll for korrekt tilstramming av de 20 boltene som sikrer sammenføyning i overnevnte forbindelse. Følg instruksjonene gitt i Aerospatiale Service Bulletin AS 350 N. 05.10, rev. 1, eller senere revisjoner.
2. Kontroller tilstrammingen av alle boltene i samsvar med Aerospatiale Service Bulletin AS 350 N. 05.10, rev. 1, eller senere revisjoner.

Anm: Utførelse av dette punkt opphever pkt. 1 i denne LDP.

3. Etterse tilstrammingen av boltene visuelt i samsvar med Aerospatiale Service Bulletin AS 350 N. 05.10, rev. 1, eller senere revisjoner.
4. Utfør pkt. 1 t.o.m. 3 i denne LDP også på reservedelsenheter; etter hvert som disse tas i bruk.

Anm.: Denne LDP erstatter og opphever LDP 25/83.

Tid for utførelse:

Pkt. 1: Innen 10 timers gangtid etter 30.3.86, dersom ikke allerede utført, og deretter gjentatte kontroller med 50 timers mellomrom.

forts;
30.3.86

MERK!

For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDP's nummer.

|45/86

forts;

Pkt. 2: Innen 300 timers gangtid etter 30.3.86 eller ved første T1 ettersyn, det som kommer først.

Pkt. 3: Innen 300 timers gangtid etter utførelse av pkt. 2, deretter gjentatte kontroller med 300 timers mellomrom.

Pkt. 4: Utfør pkt. 1 innen 50 timers gangtid etter at enheten første gang tas i bruk.

Referanse:

Fransk AD 85-68-38(B)

LUFTDYKTIGHETSPÅBUD (LDP)

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43 jfr. kgl. res. av 8. desember 1961, litra K og Samferdselsdepartementets bemyndigelse av 23. mars 1964 fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

46/86 KORROSJONS- OG SPREKKONTROLL AV ROTORMASTEN

Påbudet gjelder:

Aerospatiale AS 350 med rotormast, delnr. 37.1076.00 t.o.m .06.

Påbudet omfatter:

For å unngå feiltolkning av overvåkingsrutinene foreskrevet i LDP 19/84, slås følgende fast:

1. Foreta visuell kontroll, og om nødvendig undersøkelse ved hjelp av penetrerende væske, i henhold til pkt. BB(1) og BB(2) i Aerospatiale Telex Service nr. 05-15, eller senere revisjoner.

Skift ut rotormaster hvor sprekker konstateres, før første flyging.

Ved funn av korrosjon, slitasje eller merker etter verktøy skal påkrevde utbedringprosedyrer utføres før første flyging; om nødvendig skal rotormasten returneres til spesielt godkjent verksted, som beskrevet i pkt. BB(2) i Aerospatiale Telex Service nr. 05-15, eller senere revisjoner.

Utfør endelig klargjøring i henhold til pkt. 1C (3) i Aerospatiale Service Bulletin AS 350 nr. 05-13, revisjon 1, eller senere revisjoner; før rotormasten tas i bruk.

2. Utfør de visuelle kontrollrutiner (uten demontering) beskrevet i AS 350 Aerospatiale dokument: "Master Servicing Recommendations" Chapter 5.99, "Airworthiness Limitations".

Anm.: Denne LDP er et supplement til LDP 19/84, som fortsatt er gyldig.

Tid for utførelse:

Pkt. 1: Innen 10 timer etter 30.3.86, dersom ikke allerede utført.

Pkt. 2: Etter siste flyging hver dag; og dessuten umiddelbart dersom vibrasjoner, forårsaket av rotorblader ute av "track", opptrer i stabilisert flyging.

Referanse:

Fransk AD 85-95-40(B)

30.3.86

MERK!

For at angjeldende flymaterieell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDP's nummer.

47/86 BLOKKERING AV DRENERINGSRØR I DRIVSTOFFILTER

Påbudet gjelder:

Følgende Aerospatiale AS 350B og AS 350D helikoptre:

- Helikoptre med serienr. opp til 1806 (For serienr. 1556, 1586, 1587, 1798 og 1799, som er blitt delvis modifisert før levering; se Anm.)
- Helikoptre med serienr. 1806, 1807, 1808, 1813, 1814, 1815, 1816, 1817, 1819, 1820, 1821, 1823, 1824, 1825 og 1826, som er blitt delvis modifisert før levering (se Anm.)

Påbudet omfatter:

For å unngå blokkering av drivstoffilterets dreneringsrør skal tiltakene beskrevet i AEROSPATIALE Service Bulletin AS 350 nr. 28.06 Revisjon 1, eller senere revisjoner utføres.

Anm.: Helikoptre med serienr. 1556, 1586, 1587, 1798, 1799, 1806, 1807, 1808, 1813, 1814, 1815, 1816, 1817, 1819, 1820, 1821, 1823, 1824, 1825 og 1826, er blitt modifisert i samsvar med første utgave av modifikasjon SMS 350 A 07.1624.

Disse er utstyrt med en klinkerforsterkningsplate og en gummiforing med stor diameter i åpningen i "transmission support platform". I henhold til rev. 1 av ovennevnte modifikasjon, som er i overensstemmelse med SB 28.06, skal foringen fjernes. Følgelig skal denne foringen fjernes fra alle helikoptre angitt i avsnittet ovenfor, og området der foringen har sittet dekkes med et strøk klarlakk.

Tid for utførelse:

Innen 31.7.86

Referanse:

Fransk AD 85-112-41(B)

Se
20K/86

LUFTFARTSVERKET
Hovedadministrasjonen
Avd. for luftfartsinspeksjon
Postboks 18, 1330 Oslo lufthavn

Telefon: Oslo (02) 59 33 40
AFN : ENFBVE
Tigr. : CIVILAIR OSLO
Telex : 77011 Idal n

LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE LUFT-
FARTØY

AEROSPATIALE - 15

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43 jfr. kgl. res. av 8. desember 1961, litra K og Samferdselsdepartementets bemyndigelse av 23. mars 1964 fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

162/86 FORVEKSLING AV OLJE- OG DRIVSTOFFILTER

Påbudet gjelder:

Aerospatiale AS 350

Påbudet omfatter:

Det er blitt påvist at oljefilterenheten passer inn i drivstoffilterhuset, og omvendt.

For å unngå motorsvikt som følge av forveksling av olje- og drivstoffilterenheter, skal følgende utføres:

1. Kontroller luftfartøyets olje- og drivstoffilter. Dersom filter av type "Lebozec and Gauthier" (delnr. 432B12.3C for "fuel system" og delnr. 434B12.11 for "main gear box oil system"), er installert; skal Aerospatiale Telex Service nr. 01.14A, datert 21.6.85, eller senere revisjoner utføres.
2. Reservedelsfilter av type "Lebozec and Gauthier" skal ikke installeres uten at drivstoffilterenheten og oljefilterenheten er merket henholdsvis "FUEL" og "OIL".

Tid for utførelse:

1. Før første flyging etter 30.6.86, dersom ikke allerede utført.

Referanse:

Fransk AD 85-135-42(B)

163/86 KONTROLL AV "SPAR TUBE" I HORIZONTAL STABILISATOR

Påbudet gjelder:

Aerospatiale SA 315B; som har horisontal stabilisator med delnr. 315A 35.10.000.1, modifisert i.h.t. AMS 2215, eller 315A 35.10.000.2.

Påbudet omfatter:

For å sikre stabilisatorens strukturelle integritet skal Aerospatiale SA 315 Service Bulletin nr. 01-23, datert 6.11.85, eller senere revisjoner utføres.

forts;
30.6.86

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDP's nummer.

|63/86

forts;

Tid for utførelse:

Innen 50 timers gangtid etter 30.6.86, og deretter gjentatte kontroller med 400 timers mellomrom.

|64/86

NØDFLOTTØRERPåbudet gjelder:

Aerospatiale AS 350; utstyrt med både "optional raised skid-type landing gear" og "emergency floatation gear" som ikke er modifisert i samsvar med Aerospatiale modifikasjon; AMS 350 A 07-1755.

Påbudet omfatter:

For å unngå at nødflottørene ved oppblåsing punkterer som følge av kontakt med bakre fottrinn på understellet, skal begge trinn (delnr. 350 A 41-0172-00 og -01 eller -06 og -07) fjernes i henhold til Aerospatiale Telex Service AS 350 nr. 32-06A, eller senere revisjoner.

Tid for utførelse:

Innen 10 timers gangtid etter 30.6.86; samt før ny installasjon av nødflottører.

|66/86

DRENERING AV DRIVSTOFFILTERPåbudet gjelder:

Aerospatiale AS 350B og D

Påbudet omfatter:

For å unngå lekkasjer fra drivstoffsystemets dreneringsenheter, skal følgende kontroll utføres hver gang drenering foretas:

1. Forsikre at dreneringslementet sitter riktig i det opprinnelige inngrep ved å dra elementet ned.
2. Aktiviser drivstoffpumpene og kontroller at dreneringsenhetene er fri for lekkasjer.

Anm. 1: Legg ved kopi av denne LDP i flygehåndboken

Anm. 2: Utførelse av modifikasjon AMS 07-1671 overflødiggjør ovennevnte tiltak.

Tid for utførelse:

Ved hver drenering etter 30.6.86

Referanse:

Fransk AD 86-70-45

Se 70X/86

LUFTDYKTIGHETSPÅBUD (LDP)

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43 jfr. kgl. res. av 8. desember 1961, litra K og Samferdselsdepartementets bemyndigelse av 23. mars 1964 fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

67A/86 GANGTIDSBEGRENSNING PÅ HOVEDROTORENS "ROVING SLEEVE BEAMS"

Påbudet gjelder:

Aerospatiale AS 350B og D som har "main rotor head roving blade sleeves" med følgende delnr.:

350A 31.1830.00 og .01
350A 31.1831.00, .01, .04, .05, .06 og .07

samt AS 350 B1 som har "main rotor head roving blade sleeves" med følgende delnr.:

350A 31.1831.04, .05, .06 og .07

Påbudet omfatter:

For å hindre sprekkdannelse i "roving blade sleeve" skal følgende tiltak utføres:

1. Fastsett gangtider for berørte komponenter i henhold til angivelser i avsnittet "Tid for utførelse:" i denne LDP.
2. Dersom plutselige eller gjentatte "tracking" problemer av alvorligere karakter skulle oppstå, skal følgende tiltak utføres i tillegg til gjeldende kontroll- og utbedringsrutiner, før første flyging:
 - a) Demonter rotorbladene og kontroller visuelt om "sleeve bushes" er løsnet (separert).
 - b) Skift ut alle "sleeve beams" hvor "sleeve bushes" er løsnet.

Tid for utførelse:

AS 350B og D: Med virkning fra 30.6.86, fastsettes total gangtid for berørte komponenter til maksimalt 4000 timer.

For komponenter installert før 30.6.86, tillempes gangtidsbegrensningen som følger:

"Sleeve beams" med mindre enn 3900 timers gangtid skal skiftes ut før 4000 timer oppnås.

"Sleeve beams" med mer enn 3900 timers gangtid skal skiftes ut innen 100 timers gangtid etter 30.6.86.

forts;
13.11.86

67A/86

forts: AS 350 B1: Med virkning fra 13.11.86, fastsettes total gangtid for berørte komponenter til maksimalt 1500 timer.

For komponenter installert før 13.11.86, tillempes gangtidsbegrensningen som følger:

"Sleeve beams" med mindre enn 1400 timers gangtid skal skiftes ut før 1500 timer oppnås.

"Sleeve beams" med mer enn 1400 timers gangtid skal skiftes ut innen 100 timers gangtid etter 13.11.86.

Referanse:

Fransk AD 86-57-44(B)R1

68A/86 KORROSJONSKONTROLL AV "MAIN GEAR BOX"

Påbudet gjelder:

Aerospatiale SA 315B; med Main Gear Box (M.G.B.), delnr. 319A62.00.000 .1 til .4, som har serienr. høyere enn 2000, og som ikke er modifisert i henhold til AMS 2218 og AMS 2239.

Påbudet omfatter:

For å sikre M.G.B mot korrosjon og sprekker skal Aerospatiale LAMA Service Bulletin nr. 01.20 og 05.25, eller senere revisjoner av disse, utføres.

Tid for utførelse:

Innen enheten har oppnådd 900 timers gangtid siden ny eller overhalt, eller etter nærmere angivelse i SB.

Referanse:

Fransk AD 84-99-28(B)R1

LUFTFARTSVERKET
Hovedadministrasjonen
Avd. for luftfartssinspeksjon
Postboks 18, 1330 Oslo lufthavn

Telefon : Oslo (02) 59 33 40
Tigr : CIVILAIR OSLO
Telex : 77011 ldal n

LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE LUFT-
FARTØY

AEROSPATIALE - 17

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43 jfr. kgl. res. av 8. desember 1961, litra K og Samferdselsdepartementets bemyndigelse av 23. mars 1964 fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

70A/86 MODIFIKASJON AV DRIVSTOFFILTER

Påbudet gjelder:

Aerospatiale AS 350; utstyrt med følgende typer drivstoffiltere:

LEBOZEC and GAUTHIER, delnr.: 432 B 12.3, .3C, og .3D

eller

GUIOT, delnr.: 704A 34.620002

Påbudet omfatter:

For å unngå lekkasje i drivstoffilteret skal modifikasjon 350A 07.1671 utføres i samsvar med AEROSPATIALE Service Bulletin nr. 28.07, eller senere revisjoner.

Anm. 1: Modifiserte drivstoffiltere gis delnr. 350A 52.1070.00.

Anm. 2: Denne LDP erstatter og opphever følgende LDP'er:
24/82, 68/82, 47/86 og 66/86.

Tid for utførelse:

Innen 31.12.86.

Referanse:

Fransk AD 86-77-46(B)R1

72/86 KONTROLL AV DRIVSTOFFILTER

Påbudet gjelder:

Aerospatiale AS 350; utstyrt med LEBOZEC and GAUTHIER drivstoffilter, delnr. 432 B 12.3, .3C, .3D, eller delnr. 350A 52-1070.00 (etter modifikasjon 350A 07-1671).

Påbudet omfatter:

For å unngå lekkasje i drivstoffilteret skal dette kontrolleres for korrekt tiltrekking i henhold til M.E.T. Work Card 28.00.00.302, side 3, revisjon 5A; eller senere revisjoner.

Anm.: AEROSPATIALE Service Bulletin nr. 28.08. omhandler samme sak.

forts;
13.11.86

|72/86
forts;

Tid for utførelse:

Innen 50 timers gangtid etter 13.11.86; deretter gjentatte kontroller hver gang arbeid utføres på filteret.

Referanse:

Fransk AD 86-97-47(B)

|73/86 **MODIFIKASJON AV STIKKEINNFESTNING**

Påbudet gjelder:

Aerospatiale AS 350, alle typer med serienr. opp til 1652

Påbudet omfatter:

For å forhindre at "cyclic stick" låser seg under flyging skal AEROSPATIALE modifikasjon AMS 350A07.0682 utføres i henhold til AEROSPATIALE Service Bulletin nr. 67.09, datert 24.10.85, eller senere revisjoner.

Tid for utførelse:

Innen 1.6.87.

Referanse:

LF2N

LUFTFARTSVERKET
Hovedadministrasjonen
Avd. for Luftfartsspeksjon
Postboks 18, 1330 Oslo lufthavn

Telefon : Oslo (02) 59 33 40
Tigr. : CIVILAIR OSLO
Telex : 77011 lda n

LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE LUFT-
FARTØY

AEROSPATIALE - 18

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43 jfr. kgl. res. av 8. desember 1961, litra K og Samferdselsdepartementets bemyndigelse av 23. mars 1964 fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

125/87 MODIFIKASJON AV SKYVEDØR

Påbudet gjelder:

AS 350; alle versjoner og serienr. som er utstyrt med skyvedør(er)

Påbudet omfatter:

For å forbedre utmattningsstyrken i "Ball Joint Pin" skal følgende tiltak utføres:

Skift ut hver "Ball Joint Pin" P/N 350A 25-1348-20 med ny P/N 350A 25-1348-21 i henhold til modifikasjon AMS 350A 07-1845, som angitt i Aerospatiale Service Bulletin AS 350 SB 52-18.

MERK: Skyvedøren må ikke betjenes under flygning unntatt i nøds- tilfelle inntil modifikasjon AMS 350A 07-1845 er utført.

Anm.: Denne LDP erstatter og opphever LDP 18/84.

Tid for utførelse:

Ikke senere enn 31.1.88.

Referanse:

Fransk AD 87-088-049(B)

126/87 BEREGNING AV "FLIGHT CYCLES"

Påbudet gjelder:

Aerospatiale AS 350 B, B1 og D.

Påbudet omfatter:

Som følge av utgivelsen av følgende PRE:

AS 350 B og D: Edition 2, Revisjon 8, datert 86-48

AS 350 B1: Edition 1, Revisjon 3, datert 86-48

blir gangtidsbegrensningene på komponenter listet i kapittel 5-99 (Airworthiness Limitations) oppgitt i:

- "Operating Hours"

- eller "Cycles"

forts:
9.12.87

MERK! For at angjeldende flymateriale skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDP's nummer.

126/87

forts; - eller "Hours" og "Cycles"; det som oppnås først

Metodene for beregning av "Cycles" og for omregning av "Operating Hours" til "Cycles" er vist i 1 C(2) og 1 C(3) i Aerospatiale AS 350 Service Bulletin No. 01-19.

For komponenter som har nådd eller overskredet gangtidsbegrensningen etter at "Operating Hours" er omregnet til "Cycles" skal følgende tiltak utføres:

1. Skift ut og kassér komponenter i bruk som berøres av dette påbud.
2. Kassér reservedeler som berøres av dette påbud.

Tid for utførelse:

Pkt. 1.: Innen 100 flytimer etter 9.12.87.

Referanse:

Fransk AD 87-115-050(B)

LUFFARTSVERKET
Hovedadministrasjonen
Avd. for luftfartsinpeksjon
Postboks 18, 1330 Oslo lufthavn

Telefon : Oslo (02) 59 33 40
Tigr. : CIVILAIR OSLO
Telex : 77011 lda:n

LUFFDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE LUFT-
FARTØY

AEROSPATIALE - 19

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43 jfr. kgl. res. av 8. desember 1961, Iltra K og Samferdselsdepartementets bemyndigelse av 23. mars 1964 fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

128/87 KONTROLL AV HOVEDROTOR

Påbudet gjelder:

Aerospatiale AS 350 B, B1, C, D og D1.

Påbudet omfatter:

For å unngå svikt i hovedrotorens "Star" armer og hovedgearboksens opphengningsstag skal følgende kontroll utføres:

Tiltak (action) 1 - Hovedrotor:

Kontroller kulene i følge MET Work Card 62.20.00.601

Tiltak (action) 1.2 - "Main Gearbox" opphengning:

Kontroller tilstanden på:

1.2.1 - "Laminate Bearings" i følge MET Work Card 63.00.00.602

1.2.2 - "MGB Struts" i følge MET Work Card 63.00.00.606 komplettert av instruksjoner gitt i § C.C.B i Telex Service AS 350 No.01-17A.

Tiltak (action) 1.3 - Understell:

Utfør arbeidet beskrevet i § C.C.C i Telex Service AS 350 No.01-17A.

Tid for utførelse:

Tiltak (action) 1 og 1.2: Innen 10 flytimer etter 9.12.87, dersom ikke allerede utført.

Anm. 1: STARFLEX armer, "Frequency Adaptors" og "Ball Joints" skal kontrolleres daglig.

Anm. 2: Etter eventuell hard landing, landing som har medført unormalt høye dynamiske vibrasjoner, eller hvis rotorbladene har vært usikret i sterk vind, skal tiltak (action) 1 og 1.2 utføres før neste flygning.

Tiltak (action) 1.3: Innen 31.12.1987, dersom ikke allerede utført.

Referanse:

Fransk AD 86-125-48(B)R1

9.12.87

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDP's nummer

29/87 KONTROLL AV HALEROTOR

Påbudet gjelder:

Aerospatiale AS 350 B, C, D og D1.

Påbudet omfatter:1: Kontroll av lager i halerotorens ikke-roterende "Star".

For å kontrollere for eventuell slark i "Ball Joint" i den ikke-roterende "Star" skal Aerospatiale SB AS 350 No. 05.01 Rev. 1 utføres.

Anm.: Påbudet oppheves om følgende modifikasjoner er utført:

AMS 350.A.07.6513 (Improved swaging of Ball-Joint on Non-Rotating Star)

AMS 350.A.07.8515 (Axial play on Tail Gearbox Control Lever)

2: Kontroll av lager i halerotorens "Pitch Change Links":

For å kontrollere at det ikke er for stor aksiell slark i "Ball Joint" på halerotorens "Pitch Change Links" skal inspeksjon som beskrevet i Aerospatiale SB AS 350 No.05.02 utføres.

Anm.: Påbudet oppheves om følgende modifikasjoner er utført:

AMS 350.A.07.6510 (Improved swaging of ADR Ball-Joint)

AMS 350.A.07.6512 (Installation of AMPEP Ball-Joint with improved swaging)

AMS 350.A.07.5524 (Wider shoulder on Pitch Change Lever Sleeves)

Tid for utførelse:

- 1: a. Innen 5 flytimer etter 9.12.87 for luftfartøy med mer enn 45 flytimer, deretter hver 50. flytime.
b. Så snart det oppstår unormal vibrasjon i haleratoren.
- 2: a. Manuell kontroll av hver "Pitch Change Link" før hver flyging.
b. Spesiell kontroll med bladsøkere innen 10 flytimer etter 9.12.87, deretter hver 10. flytime.

Referanse:

Fransk AD 78-193-1(B)R1

LUFTFARTSVERKET
Hovedadministrasjonen
Avd. for luftfartsinspeksjon
Postboks 18, 1330 Oslo lufthavn

Telefon : Oslo (02) 59 33 40
Tlgr. : CIVILAIR OSLO
Telex : 77011 ldal n

LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE LUFT-
FARTØY

AEROSPATIALE - 20

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43 fr. kgl. res. av 8. desember 1961, litra K og Samferdselsdepartementets bemyndigelse av 23. mars 1964 fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

22/88 INSPEKSJON AV "HORIZONTAL STABILIZER SPAR TUBE"

Påbudet gjelder:

Aerospatiale SA 315 B, med "Horizontal Stabilizer"
P/N 315A35-10000-1 modifisert til AMS 07-2215, som ikke har inn-
gravert bokstaven "X" på dataplatten.

Påbudet omfatter:

For å fjerne alle spor av korrosjon, og å forbedre korrosjonsbe-
skyttelsen ved "Stabilizer Tube Centre Area/Half-Shells Junction"
skal tiltak i henhold til Aerospatiale SA 315 Service Bulletin
N 01-25 paragraf 1C utføres.

Tid for utførelse:

Ved første demontering/montering av "Stabilizer Tube" innen de
neste 400 flytimer; dog ikke senere enn 13.2.89.

Referanse:

Fransk AD 88-025-031(B)

30.8.88

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i ved-
kommende journal med henvisning til denne LDP's nummer.

168/88 GANGTIDSREDUKSJON FOR BOLTER

Påbudet gjelder:

Aerospatiale AS 350 B1

Påbudet omfatter:

Levetiden for "Thrust Bearing Bolts"; delnr. 350A31-2051-20 og 350A31-2067-20, forandres på følgende måte:

1. Beregning av levetid i "cycles" kanselleres.
2. Total gangtid reduseres fra 5000 timer til 2000 timer.

Anm.: Aerospatiale AS 350 Service Bulletin nr. 01.20, datert 5.11.87, omhandler samme sak.

Tid for utførelse:

15.11.88.

Referanse:

Fransk AD 87-161-051(B)

LUFTFARTSVERKET
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LUFTDYKTIGHETSPÅBUD (LDP)

MTORDREVNE
LUFTFARTØY

AEROSPATIALE - 21

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43, jfr. kgl. res. av 8. desember 1961, litra K, og Samferdselsdepartementets bemyndigelse av 23. mars 1964, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

7/89 INSPEKSJON AV "INTERMEDIATE BEARING ASSEMBLY"

Påbudet gjelder:

Aerospatiale SA 315 B Lama; utstyrt med "Intermediate Bearing Assembly" P/N 3130S.67.12.000, alle "dash" numre og alle serienumre.

Påbudet omfatter:

På bakgrunn av et nylig inntruffet nærhell der "Intermediate Bearing Assembly" hadde vært reparert etter en annen forkrommingsprosedyre enn den gitt i Aerospatiale Dynamic System Overhaul Manual (F.R.E.M.), skal inspeksjonen som beskrevet i Aerospatiale Lama Service Bulletin Nr. 01.14 Rev. 2 utføres.

Tid for utførelse:

Innen 50 flytimer etter 15.3.89.

Anm.: "Intermediate Bearing Assemblies" som er blitt reparert etter den ukonvensjonelle metoden kan benyttes i opp til 50 flytimer etter den ovenfor nevnte inspeksjon før de blir kassert.

Referanse:

Fransk AD 79-016-017(B)R1

8A/89 DUNLOP SERVOKONTROLLER

Påbudet gjelder:

Aerospatiale AS 350 B, B1 og D; utstyrt med DUNLOP hoved og hale servokontroller med følgende serienr.:
AC 64182, AC 67034, AC 67030,
AC 67246, AC 67244, AC 66436,
AC 66442, AC 67032.

Påbudet omfatter:

For å sikre fortsatt integritet i servokontrollens "Assembly Bolts" skal følgende tiltak utføres:

1. Identifiser servokontroll boltene som er merket med bokstavene "HK" på bolthodet som spesifisert i paragraf 2A i Dunlop Service Bulletin (SB) Nr. 65-10 som er vedlegg til Aerospatiale AS 350 SB Nr. 01.21.
2. Skift ut boltene merket "HK" med de kontrollerte boltene som er levert av Dunlop etter 1.7.88, som spesifisert i paragraf 2B i Dunlop SB Nr. 65-10.

01.10.93

LUFTDYKTIGHETSPÅBUD

3. Kasser alle bolter som har følgende serienummer, og som ble anskaffet før 01.07.88:

. DSR 54153-1204, -1205, -1206, -1209 og -1211

Anm.: Servocontroller som er satt sammen med bolter som er kontrollert og skiftet ut av Dunlop i tidsrommet 01.07.88 og 01.01.93 er merket med gul farge. Siden 01.01.93 er servocontroller levert av Dunlop ikke lenger merket med gul farge men identifiseres med index RA 000 (og følgende tall) som innleder serienummeret.

Tid for utførelse:

Pkt. 1: Innen 50 flytimer etter 15.3.89.

Pkt. 2:

Servokontroller i bruk: Innen de neste 50 flytimer etter 15.3.89 avhengig, av identifikasjon, dog senest 1.5.89.

Servokontroller på lager som reservedel: Før de tas i bruk, dog senest 1.5.89.

Referanse:

Fransk AD 88-184-052(B)R1

01.10.93

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MOTORDREVNE LUFT-
FARTØY

LUFTDYKTIGHETSPÅBUD (LDP)

AEROSPATIALE - 22

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43 jfr. kgl. res. av 8. desember 1961, litra K og Samferdselsdepartementets bemyndigelse av 23. mars 1964 fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

29/89 OPERATIV BEGRENSNING

Påbudet gjelder:

Aerospatiale AS 350B, B1 og D

Påbudet omfatter:

For å unngå problemer med trege kontroller ved flyging i temperaturer lavere enn minus 30° C, skal helikoptre som har "spherical thrust bearings" med delnr. 704 A 33-633-109, ikke opereres ved temperaturer under minus 25° C.

Anm.: Utførelse av denne LDP innebærer revisjon av Flight Manual og Chapter 5.99 i Servicing Recommendations.

Dersom "spherical thrust bearings" med delnr. 704 A 33-633-028 (eller 579045) eller delnr. 704 A 33-633-030 er installert, kan helikopteret opereres i temperaturer ned til minus 40° C.

Aerospatiale Telex Service nr. 01-23 omhandler samme sak.

Tid for utførelse:

Fra og med første flyging etter 30.6.89.

Referanse:

Fransk AD 89-081-053(B)

30.6.89

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDP's nummer.

|004/90 HOVEDROTORBLAD - REDUKSJON AV GANGTIDPåbudet gjelder:

Aerospatiale SA 315 B (LAMA) utstyrt med hovedrotorblad delnummer (P/N) 3160S.11.30.000 eller .40.000; serierummer 15227 t.o.m 15329.

Påbudet omfatter:

Grunnet et utmatningsproblem ved "Blade Spar/Fitting Assembly" som kan føre til tap av rotorbladet er maksimalt tillatt gangtid på de ovenfor nevnte rotorblad redusert til 400 timer.

Tid for utførelse:

Dersom ikke allerede utført:

1. Blad med gangtid på mer enn 375 flytimer skal tas ut av bruk innen de neste 25 flytimer.
2. Blad med gangtid på mindre enn 375 flytimer skal tas ut av bruk før de oppnår en gangtid på 400 flytimer.

Referanse:

Fransk AD 89-162-032(B)

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE LUFT-
FARTØY

AEROSPATIALE - 23

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43 jfr. kgl. res. av 8. desember 1961, litra K og Samferdselsdepartementets bemyndigelse av 23. mars 1964 fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

005/90 SE TURBOMECA-3; LDP 051/90

|006B/90 MULIG SKJÆRING I LAGER FOR SWASHPLATE

Påbudet gjelder:

Aerospatale AS 350 B, B1, B2 og D; alle serienummer hvor swashplate er utstyrt med bearing som har følgende serienummer:

- VH 36132 (704A33.651.051)
- Y 51BB 10843 S1 M 73 (704A33.651.080)
- INA 36132 A (704A33.651.126)

Påbudet omfatter:

Grunnet et havari forårsaket av at lageret for "Swashplate" har skåret seg, skal følgende utføres:

- 1.1 Inspiser for slark og "Hard Points" i samsvar med instruksjoner gitt i paragraf 5.2.b i M.E.T. "Work Card" 62.30.00.601.
- 1.2 Kontroller "Swashplate Bearing Torque" i samsvar med instruksjoner gitt i paragraf 1.C-c i AS 350 Service Bulletin (SB) No. 62.12. rev. 2.
- 1.3 Kontroller at "Swashplate Bearing" er korrekt installert i samsvar med instruksjoner gitt i paragraf 1.C-d i AS 350 SB No. 62.12. rev. 2.
- 1.4 Kontroller smøringen av "Swashplate Bearing" i samsvar med instruksjoner gitt i paragraf 1.C-e i AS 350 SB No. 62.12. rev. 2.
2. Utfør instruksjoner gitt i paragraf 1.C-g i AS 350 SB No. 62.12. rev. 2.
3. Gjenta punktene 1.2 og 1.3 i denne LDP hver gang "Swashplate Bearing" skiftes ut.
4. Gjenta punkt 1.4 i denne LDP i samsvar med instruksjoner gitt i paragraf 1.C-i i AS 350 SB No. 62-12. rev. 2;
5. Utfør SB No. 62-02.

forts;
28.01.92

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDP's nummer.

| 006B/90 Tid for utførelse:
forts;

Dersom ikke allerede utført:

Pkt.1: Innen 10 flytimer etter 28.01.92.

Følgende punkter trådte i kraft 10.5.90:

Pkt.2: Etter dagens siste flyging.

Pkt.3: Hver gang "Swashplate Bearing" skiftes ut.

Pkt.4: Med intervaller ikke overstigende 100 flytimer.

Pkt.5: Ikke senere enn ved neste type T inspeksjon.

Referanse:

| Fransk AD 89-155-054(B)R4

28.01.92

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE LUFT-
FARTØY

AEROSPATIALE - 24

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43 jfr. kgl. res. av 8. desember 1961, litra K og Samferdselsdepartementets bemyndigelse av 23. mars 1964 fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

1077A/90 KONTROLL AV BATTERIER

Påbudet gjelder:

Aerospatale: AS 350D, B, B1 og B2; utstyrt med ett eller to batterier av typen SAFT 1606-1.

Påbudet omfatter:

For å hindre tap av den shunt som gjør det mulig å overvåke batteritemperaturen, skal følgende tiltak utføres:

1. Verifiser tilstedeværelsen av shunt i samsvar med instruksjoner gitt i Aerospatale Service Bulletin no. 01-29.
 - 1.1 Dersom shunten mangler, skal en original shunt, P/N SAFT 161-211, installeres i samsvar med instruksjoner gitt i den ovenfor nevnte Service Bulletin.
2. Kontroll for tilstedeværelse av shunt, ref. pkt. 1, skal også utføres i følgende tilfeller:
 - 2.1 På SAFT 161-211 batterier som er lagervare.
 - 2.2 Før batteri(er) installeres i helikopteret.
 - 2.3 Etter hver flytting/transport av batteri(er).

Tid for utførelse:

Dersom ikke allerede utført:

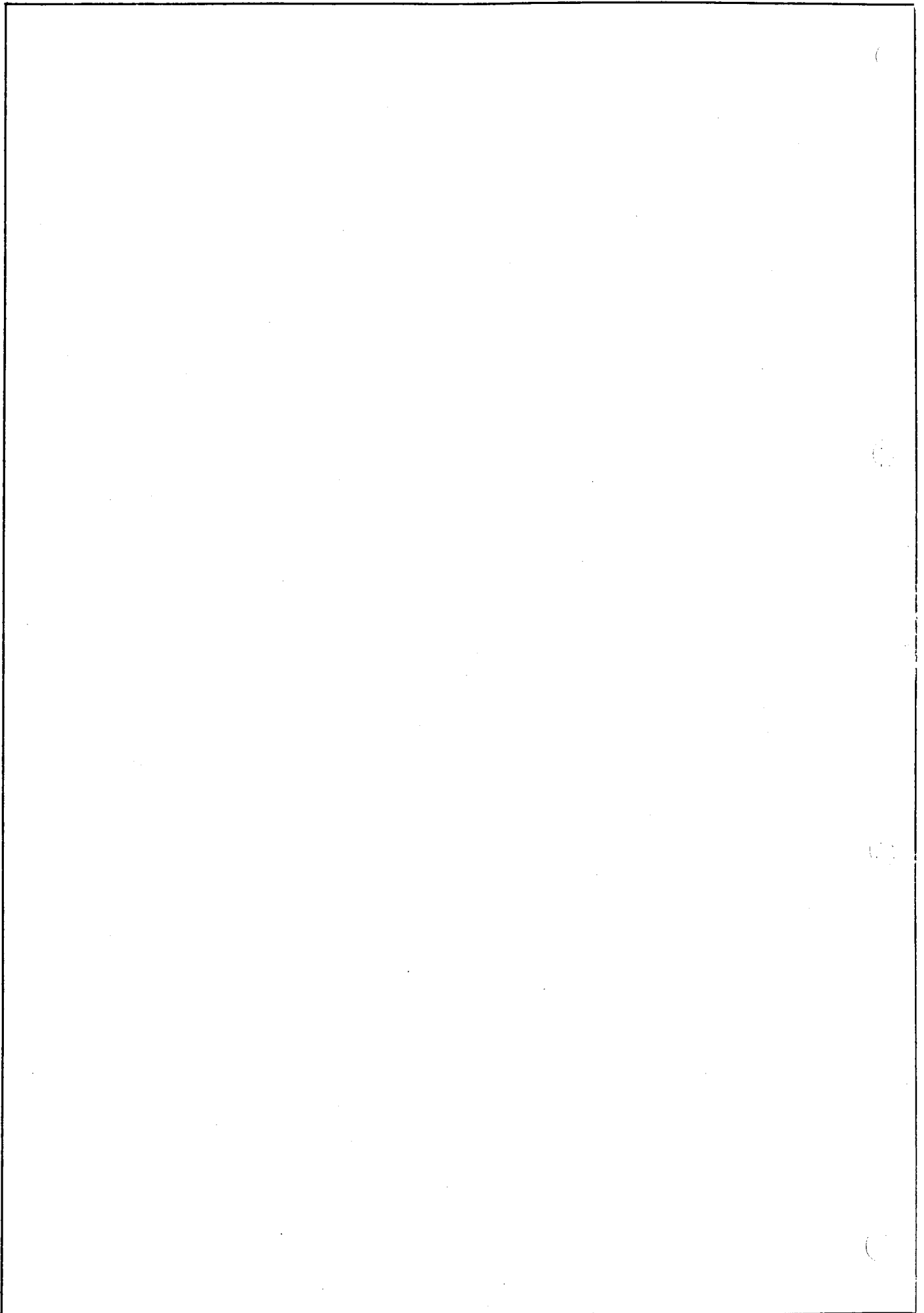
Innen 50 driftstimer etter 28.01.92.

Referanse:

Fransk AD 90-198-056 B R1

28.01.92

MERK! For at angjeldende flymaterieell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDP's nummer.



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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE LUFT-
FARTØY

AEROSPATIALE-25

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43 jfr. kgl. res. av 8. desember 1961, litra K og Samferdselsdepartementets
bemyndigelse av 23. mars 1964 fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

91-028 KONTROLL AV LAGRE I HALEROTORENS DRIVAKSEL

Påbudet gjelder:

Aerospatale AS 350 B, D, B1, B2, L1 og AVEX; som er utstyrt med
FAFNIR lagre (P/N P.9107.NPP7) på halerotorens driv-
aksel og som ble akseptert av AEROSPATIALE Marignane:

- mellom 15.5.91 og 20.7.91, eller
- før 15.5.91 og som har mindre enn 100 timers gangtid.

Anm.: Lagre merket med "X" på "sealing flange" er unntatt fra
denne LDP.

Påbudet omfatter:

For å unngå korrosjonsskade på lagrene skal disse kontrolleres i
henhold til punkt BB. i Aerospatale Telex Service nr. 01-34.

Tid for utførelse:

Dersom ikke allerede utført:

Etter dagens siste flyging samme dag denne LDP mottas.
(Engangskontroll).

Referanse:

Fransk AD 91-159-060(B).

16.12.91

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i ved-
kommende journal med henvisning til denne LDP's nummer.

91-029 ELEKTRISK HEISPåbudet gjelder:

Aerospatiale AS 350B, B1, B2 og D; er utstyrt med AIR EQUIPMENT heis, P/N 763070.010, 763070.011 eller 763070.030.

Påbudet omfatter:

For å hindre utilsiktet kapping av heiswiren skal Aerospatiale Service Bulletin nr. 25.42 R1, eller senere revisjoner, utføres.

Tid for utførelse:

Dersom ikke allerede utført:

Innen 50 flytimer etter 16.12.91, deretter gjentatte kontroller ved hver type T inspeksjon (eller hver 18. måned), samt hver gang heisen eller armen blir demontert.

Referanse:

Fransk AD 91-165-058(B)R1

16.12.91

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE LUFT-
FARTØY

AEROSPATIALE-26

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43 jfr. kgl. res. av 8. desember 1961, litra K og Samferdselsdepartementets bemyndigelse av 23. mars 1964 fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

91-038 T/R PITCH CONTROL LEVER

Påbudet gjelder:

Aerospatiale AS 350D, B, B1 og B2.

Påbudet omfatter:

For å hindre svikt i innfestningsørene på pitch control "lever hinge yoke" på halerotorens gearboks, på grunn av feilmontering, skal følgende utføres:

1. Foreta en visuell inspeksjon av pitch control "rod support yoke" i samsvar med Aerospatiale Telex Service Nr. 01.33 punkt B og undersøk om det finnes sprekker. Skift ut gearbokser sprekker før første flyging og returner disse til Aerospatiale.
2. Kontroller at "expansion pin" er korrekt installert som beskrevet i punkt C i Aerospatiale Telex Service Nr. 01.33. Dersom "expansion pin" feilmontert skal videre tiltak i henhold til Aerospatiale Telex Service nr. 01.33. utføres før første flyging.

Tid for utførelse:

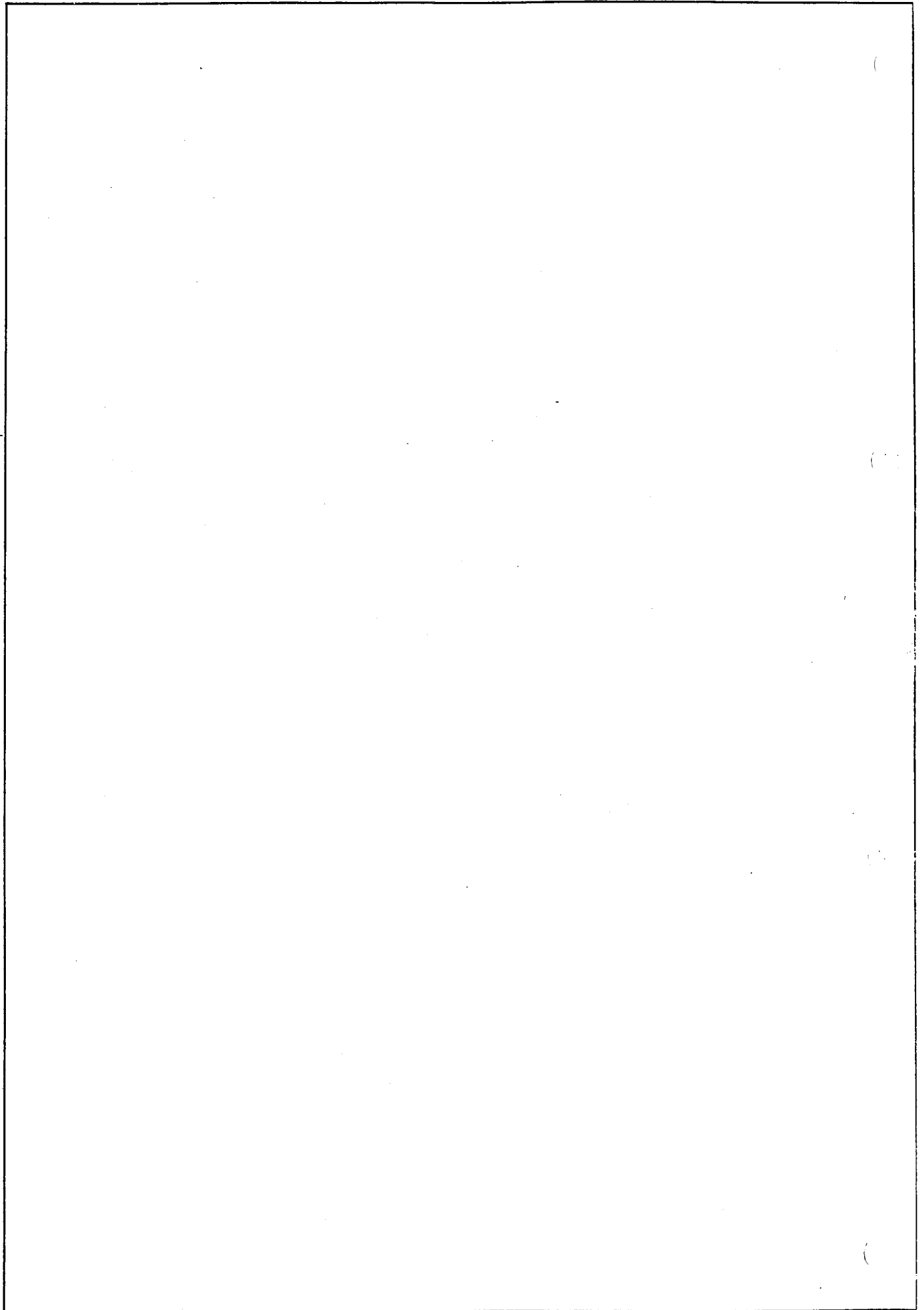
1. Innen 10 timer etter 16.12.91; deretter gjentatte kontroller med 10 timers mellomrom inntil punkt 2 i denne LDP er utført
2. Innen 50 timer etter 16.12.91.

Referanse:

Fransk AD nr 91-137-059(B).

16.12.91

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDP's nummer.



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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE LUFT-
FARTØY

AEROSPATIALE - 27

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43, jfr. kgl. res. av 8. desember 1961, litra K, og Samferdselsdepartementets bemyndigelse av 23. mars 1964, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

92-050 KONTROLL AV FRIHJUL

Påbudet gjelder:

Alle Eurocopter France SA 315 (LAMA) helikopter hvor roterende hovedrotor har truffet en hindring.

Påbudet omfatter:

For å hindre tilfeller av frihjulsvekt, skal tiltak beskrevet i Eurocopter France Telex Service Nr. 01.27 utføres.

Tid for utførelse:

Dersom ikke allerede utført:

Innen 50 flytimer etter 20.07.92 for frihjul som er definert i paragraf "CC" i Telex Service 01.27, samt før første flyging dersom hovedrotoren deretter treffer en hindring.

Referanse:

DGAC AD 92-130-033.

20.07.92

LUFTDYKTIGHETSPÅBUD

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE LUFT-
FARTØY

AEROSPATIALE - 28

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43, jfr. kgl. res. av 8. desember 1961, litra K, og Samferdselsdepartementets bemyndigelse av 23. mars 1964, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

92-063 MODIFIKASJON AV HYDRAULIKKSYSTEM

Påbudet omfatter:

Aerospatiale AS 350, versjon B, BA, B1, B2 og D, utstyrt med hydraulreservoar P/N 350A75-1030-00.

Påbudet gjelder:

For å rense hydraulikksystemet og for å minske muligheten for gjennomtrenging av vann til hydraulikkreservoaret, skal følgende tiltak utføres:

Utfør punkt 2B1 og 2B2 i EUROCOPTER Service Bulletin Nr. 01.36.

Tid for utførelse:

1. For alle luftfartøy som opererer i temperaturområdet -10° eller mindre:
Innen 100 flytimer, etter 20.08.92, men ikke senere enn 01.10.92,
2. Alle andre luftfartøy:
Innen 400 flytimer, etter 20.08.92.

Referanse:

DGAC AD 92-145-062.

20.08.92

LUFTDYKTIGHETSPÅBUD

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDPs nummer.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE LUFT-
FARTØY

AEROSPATIALE -29

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43, jfr. kgl. res. av 8. desember 1961, litra K, og Samferdselsdepartementets bemyndigelse av 23. mars 1964, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

92-064 MODIFIKASJON AV ELT ANTENNE

Påbudet gjelder:

Aerospatiale AS 350, versjon B, BA, B1, B2 og D som er utstyrt med "JOLLIET" Emergency Locator Transmitter system som ikke er modifisert i henhold til AMS 350A.07.2492.

Påbudet omfatter:

For å bedre antennas resistanse mot vibrasjoner og minske faren for at antenna faller av under flyging, skal følgende tiltak utføres:

Utfør EUROCOPTER Service Bulletin Nr. 25.45

Tid for utførelse:

Innen 400 flytimer, men ikke senere enn 01.04.93.

Referanse:

DGAC AD 92-144-061.

20.08.92

LUFTDYKTIGHETSPÅBUD

MERK! For at øngjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDPs nummer.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE LUFT-
FARTØY

AEROSPATIALE - 30

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43, jfr. kgl. res. av 8. desember 1961, litra K, og Samferdselsdepartementets bemyndigelse av 23. mars 1964, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

92-066A REVISJON AV FLIGHT MANUAL

Påbudet gjelder:

Eurocopter AS 350 B1 og B2.

Påbudet omfatter:

Det er oppdaget muligheter for feil ved funksjoneringen av brannslukkingssystemet i motorrommet. Følgende tiltak skal derfor utføres:

1. Følgende tekst skal revideres inn i Section 3 i luftfartøyets Flight Manual:

If the "ENG.CHIP" warning light illuminates in flight:

Land as soon as possible.

If the illumination of the "ENG.CHIP" light is associated with the following incidents:

- Appearance of smoke presumably in the engine area,
- Appearance of a burning smell in the cockpit,
- Irregular engine oil pressure readings,

Apply the Flight Manual Engine Fire in Flight procedure.

2. Utfør inspeksjon beskrevet i punkt BB.2) i Telex Service Nr. 01.38.
3. Utfør kontroll beskrevet i punkt BB.3) i Telex Service Nr. 01.38.
4. Kontroller at branndektoren og branndektorsystemet er i samsvar med Eurocopter France Service Bulletin (SB) No. 26.01.

Anm.: Dersom SB No. 26.01 er utført, er ikke punkt 1, 2 og 3 i denne LDP lenger gjeldende.

Tid for utførelse:

1. Før første flyging etter 01.01.93.
2. Etter dagens siste flyging.
(Gjentatte kontroller)
3. Etter enhver arbeidsoperasjon utført på olje- og brennstoffsystemet i motorrommet.
4. Innen 01.02.93.

Referanse:

DGAC AD 92-159-063 R2.

01.01.93.

LUFTDYKTIGHETSPÅBUD

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDPs nummer.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE LUFT-
FARTØY

AEROSPATIALE - 31

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43, jfr. kgl. res. av 8. desember 1961, litra K, og Samferdselsdepartementets bemyndigelse av 23. mars 1964, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

92-070A KONTROLL AV HOVEDROTORENS "PITCH CHANGE HORN BUSHES"

Påbudet gjelder:

Alle Aerospatiale AS 350, versjon B, D, B1, B2 og BA på hvilke "pitch change horns" P/N 350A31-1877-02 er merket med "X" og har serienummer lavere enn 100-000.

Påbudet omfatter:

For å hindre svikt i hovedrotorens "pitch change control rod / pitch change horn" bolt, skal følgende tiltak utføres:

1. Utfør punkt 1.C.1 i Eurocopter France AS 350 Service Bulletin Nr. 62.21 R1.
2. Dersom berørte komponenter tilfredsstiller spesifiserte krav, skal punkt 1.C.2.a i Eurocopter France AS 350 Service Bulletin Nr. 62.21 R1 utføres.
 - 2.1. Dersom berørte komponenter ikke tilfredsstiller spesifiserte krav, skal punkt 1.C.2.b i Eurocopter France Service Bulletin Nr. 62.21 R1 utføres.
3. Kontroller alle "pitch change horns", som ligger på lager, i samsvar med punkt 1 ovenfor. Dessuten skal tiltak spesifisert under punkt 2 og 2.2 utføres før forannevnte "pitch change horns" installeres på noe luftfartøy.

Tid for utførelse:

Dersom ikke allerede utført:

1. Innen 50 flytimer etter 01.05.93.
2. Innen 50 flytimer etter 01.05.93.
 - 2.1. Innen 300 flytimer etter 01.05.93 etter utførelse av punkt 1 ovenfor.

Referanse:

DGAC AD 92-179-064(B) R1.

01.05.93

LUFTDYKTIGHETSPÅBUD

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE - 32

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43, jfr. kgl. res. av 8. desember 1961, litra K, og Samferdselsdepartementets bemyndigelse av 23. mars 1964, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

93-032 KONTROLL AV HOVEDROTORMASTEN

Påbudet gjelder:

Eurocopter AS 350 B, BA, B1, B2 og D som har "mast assembly" med følgende serienummer:

350A37.0004.02
350A37.0004.03
350A37.0005.01

Påbudet omfatter:

For å sikre korrekt funksjon av rotormasten skal tiltak utføres i samsvar Eurocopter France Telex Service No. 01-41.

Tid for utførelse:

Før første flyging etter 01.04.93.

Referanse:

DGAC 93-030-065.

01.04.93

LUFTDYKTIGHETSPÅBUD

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE - 33

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43, jfr. kgl. res. av 8. desember 1961, litra K, og Samferdselsdepartementets bemyndigelse av 23. mars 1964, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

93-053 REVISJON AV FLIGHT MANUAL

Påbudet gjelder:

Alle Aerospatiale AS 350 versjon B, B1, B2 og BA.

Påbudet omfatter:

For å hindre motorstopp (flameout) under flyging i snøfall, skal følgende tekst settes inn i luftfartøyets Flight Manual under kapittel "limitations":

"Flight in falling snow:

- Flight when visibility is greater than 1500 m (0.81 NM) : flight in falling snow is authorized.
- Flight when visibility is between 800 and 1500 m (0.43 to 0.81 NM) : the total flying time in falling snow is limited to 10 minutes. This time limit includes the time required to leave all snowy conditions, irrespective of the visibility.
- Flight when visibility is less than 800 m (0.43 NM) : flight in falling snow is prohibited."

Tid for utførelse:

Før første flyging etter 01.07.93.

Referanse:

DGAC 93-067-066.

01.07.93

LUFTDYKTIGHETSPÅBUD

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDPs nummer.



LUFTDYKTIGHETSPÅBUD (LDP)

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43, jfr. kgl. res. av 8. desember 1961, litra K, og Samferdselsdepartementets bemyndigelse av 23. mars 1964, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

93-057B KONTROLL AV HOVEDROTORBLADER

Påbudet gjelder:

Alle Aerospatiale SA 315B (LAMA) som har hovedrotorblader med følgende serienummer:

- 3160S11-30-000; alle "dash" nummer.
- 3160S11-40-000; alle "dash" nummer.
- 3160S11-50-000; alle "dash" nummer.

Påbudet omfatter:

For å hindre utmattingsskader på hovedrotorbladet, som innledes med friksjonskorrosjon (fretting), på grunn av at bladrotens beslag (reinforcement band) ikke er i korrekt posisjon, skal tiltak utføres i samsvar med Eurocopter France SA 315 (LAMA) Service Bulletin No. 65-38 R1:

1. Utfør pkt. 2.1, i Eurocopter SB No. 65-38 R1.
 - 1.1 Dersom inspeksjonen under pkt. 2.1.1.a i Eurocopter SB No. 65-38 R1 er utført med godkjent resultat, er bladet luftdyktig under forutsetning av at pkt. 2.3 og 2.4 i forannevnte SB er utført.
 - 1.2 Dersom inspeksjonen under pkt. 2.1.1.b i Eurocopter SB No. 65-38 R2 er utført med ikke godkjent resultat, er ikke bladene lenger luftdyktige og må fjernes.

Tid for utførelse:

1. Nye eller overhalte blader som har mindre enn 2800 flytimer:

Senest innen 2900 flytimer er oppnådd.

Nye eller overhalte blader som har mer enn 2800 flytimer:

Innen 100 flytimer etter 01.02.94.

- 1.1 Før videre flyging.
- 1.2 Nye eller overhalte blader som har mindre enn 2800 flytimer:

Senest innen 3000 flytimer er oppnådd.

Nye eller overhalte blader som har mer enn 2800 flytimer:

Innen 200 flytimer etter 01.02.94.

Referanse:

DGAC 93-104-034 R2.

01.02.94

LUFTDYKTIGHETSPÅBUD

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDPs nummer.



Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43, jfr. kgl. res. av 8. desember 1961, litra K, og Samferdselsdepartementets bemyndigelse av 23. mars 1964, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

93-058A KONTROLL/UTSKIFTING AV "CLEAR VISION" VINDUER

Påbudet gjelder:

Alle AS 350 B, BA, B1, B2 og D utstyrt med "clear vision" vinduer:

Serienummer:	704A41-512-003 355A25-2030-00 704A41-512-005	Standard LH vindu
	704A41-512-004 704A41-512-025 704A41-512-006	Standard RH dør
	704A41-512-010 -	LH Skyvedør
	704A41-512-011 -	RH Skyvedør

Påbudet omfatter:

For å hindre at "clear vision" vindu faller av under flyging, skal tiltak utføres i samsvar med Eurocopter France AS 350 Service Bulletin (SB) No. 05-25 R1:

1. Utfør en visuell kontroll av vinduet i samsvar med pkt. 1.C.1 i Eurocopter SB No. 05-25 R1.
 - 1.1 Dersom vinduets tilstand blir funnet å være i overensstemmelse med pkt. 1.C.1.a i Eurocopter SB No. 05-25 R1, utfør følgende:
 - 1.1.1 Gjenta kontrollen beskrevet i pkt. 1.C.1 i Eurocopter SB No. 05-25 R1.
 - 1.1.2 Utfør reparasjon i samsvar med pkt. 1.C.2.a i Eurocopter SB No. 05-25 R1.
 - 1.1.3 Etter utført reparasjon viderefør kontrollen beskrevet i pkt. 1.C.1 i Eurocopter SB No. 05-25 R1.
 - 1.2 Dersom vinduets tilstand blir funnet å være i overensstemmelse med pkt. 1.C.1.b i Eurocopter SB No. 05-25 R1, bytt ut vinduet i samsvar med instruksjoner gitt i pkt 1.C.3 i Eurocopter SB No. 05-25 R1.

2. Reservedeler:

Dersom en dør eller et panel, som er utstyrt med et "clear vision" vindu, tidligere har vært installert på et luftfartøy, skal pkt. 1.C.1 utføres før delen på nytt installeres på et luftfartøy.

01.02.94

LUFTDYKTIGHETSPÅBUD

Anm.: Dersom vinduet skiftes ut i samsvar med pkt. 1.C.3 i forannevnte SB, er ikke lenger pkt. 1 og 2 i denne LDP påkrevd.

Tid for utførelse:

1. Innen 25 flytimer etter 01.02.94.
 - 1.1.1 Gjentatte kontroller hver 25 flytime.
 - 1.1.2 Innen 100 flytimer etter første kontroll.
 - 1.1.3 Gjentatte kontroller hver 100 flytime.
- 1.2 Før videre flyging.
2. Før videre flyging.

Referanse:

DGAC AD 93-090-067 R1.

01.02.94

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE - 36

Med hjemmel om lov om luftfart av 11. juni 1993 kap. IV § 4-1 og kap. XV § 15-4, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

94-039 UTSKIFTING AV MGB OLJETRYKKSBRUYTER

Påbudet gjelder:

Eurocopter France AS 350 B, BA, D, B1 og B2, som er utstyrt med MGB oljetrykksbryter P/N 704A37.721.082 (S 1130.021.082).

Påbudet omfatter:

Siden svikt av oljetrykksbryteren kan oppstå, skal bryteren skiftes ut med ny luftdyktig i samsvar med Eurocopter France AS 350 Telex Service No. 01-43.

Tid for utførelse:

Innen 01.08.94.

Anm.: F.o.m. 01.08.94 vil det være forbudt å bruke ovennevnte brytere.

Referanse:

DGAC 94-087-068.

LUFTDYKTIGHETSPÅBUD

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE - 37

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

94-059 KONTROLL AV «CYCLIC PITCH CHANGE CONTROL ROD»

Påbudet gjelder:

Eurocopter France AS 350, B, BA, D, B1 og B2, som har «cyclic pitch change control rod» P/N 704A34-113-279. (Gjelder kun helikopter som ikke har installert autopilot).

Påbudet omfatter:

For å hindre at «cyclic pitch change control rod» ikke er korrekt sikret, skal tiltak utføres i samsvar med Eurocopter France AS 350 Service Bulletin Nr. 01-42.

Tid for utførelse:

1. «Rod» som er installert på helikopteret:

Innen 100 flytimer etter 01.09.94.

2. «Rod» som holdes på lager:

Før installasjon på helikopter.

Referanse:

DGAC AD 94-180-069.

01.09.94

LUFTDYKTIGHETSPÅBUD

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LUFTDYKTIGHETSPÅBUD (LDP)

**MOTØRDREVNE
LUFTFARTØY**

AEROSPATIALE - 38

Med hjemmel om lov om luftfart av 11. juni 1993 kap. IV § 4-1 og kap. XV § 15-4, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

95-001 LÅSING AV «MISSION SWITCH»

Påbudet gjelder:

Alle SA 315 B påmontert lastekrok for underhengende last.

Påbudet omfatter:

For å hindre at «mission switch» kan bli stående i en annen stilling enn «Sling» under flygning med underhengende last, skal «mission switch» låses i stillingen «Sling» under denne typen flygning. Låsingen skal utføres på en slik måte at det kun ved hjelp av verktøy skal være mulig å endre denne innstilling. Forøvrig står operatørene fritt til å velge metode for låsing så lenge den kan karakteriseres som en mindre modifikasjon.

Tid for utførelse:

Før 30.01.95

Referanse:

LFL, Havari N 93-32.

Gyldighetsdato:

01.01.94.

LUFTDYKTIGHETSPÅBUD

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen fort inn i vedkommende journal med henvisning til denne LDPs nummer.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE - 39

Med hjemmel om lov om luftfart av 11. juni 1993 kap. IV § 4-1 og kap. XV § 15-4, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

95-014A KONTROLL AV «TIMKEN» HOVEDROTORAKSEL

Påbudet gjelder:

Eurocopter France AS 350, B, BA, B1, B2 og D som har «Timken» hovedrotoraksel P/N 350A37-0003- alle streknummer, installert og som har mindre enn 100 flytimer siden ny eller overhalt.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 94-279-070(B)R1, samt Eurocopter France AS 350 Telex Service No 01-44.

Tid for utførelse:

Før første flyging etter 01.02.95.

Referanse:

DGAC AD 94-279-070(B)R1.

Gyldighetsdato:

01.03.95.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

*Inspection and/or modifications described below are mandatory. No person may operate a product to which this**Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive***Translation of 'Consigné de Navigabilité'**

ref.: 94-279-070(B)R1

In case of any difficulty, reference should be made to the French original issue.**EUROCOPTER FRANCE****AS 350 Helicopters**

Main rotor shaft

This Airworthiness Directive applies to AS 350 helicopters, versions B, BA, B1, B2 and D, equipped with a "TIMKEN" main rotor shaft P/N 350A37-0003-all dash numbers, that have logged less than 100 operating hours since new or overhaul.

Further to the discovery of a noncompliant bearing oil jet installation on a "TIMKEN" main rotor shaft, the following measures are rendered mandatory :

1. Prior to the first flight following the effective date of the original issue of this Airworthiness Directive, perform the checks specified in paragraph CC and take the actions described in paragraphs DD, EE, and FF of the EUROCOPTER FRANCE AS 350 Telex Service N° 01-44.
2. Prior to installation on helicopter, perform the checks and actions mentioned in §.1 above, on assemblies held as spares having logged less than 100 operating hours since new or overhaul.

Ref. : EUROCOPTER FRANCE AS 350 Telex Service N° 01-44

This Revision 1 replaces original AD 94-279-070(B) dated December 21, 1994.

EFFECTIVE DATES :

Original AD and Revision 1 : ON RECEIPT AFTER DECEMBER 21, 1994

v/DJ

January 18, 1995

EUROCOPTER FRANCE
AS 350 Helicopters

94-279-070(B)R1

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MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-40

LUFTDYKTIGHETSPÅBUD (LDP)

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

96-030 REVISJON AV FLIGHT MANUAL

Påbudet gjelder:

Eurocopter France; SA 315 B (LAMA) helikopter.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 96-071-035(B).

Tid for utførelse:

Før hver flyging.

Referanse:

DGAC AD 96-071-035(B)

Gyldighetsdato:

01.05.96

G S A C

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive

Translation of 'Consigne de Navigabilité'

ref.: 96-071-035 (B)

In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER FRANCE315 Helicopters

Electric fuel cock

This Airworthiness Directive applies to SA 315 B (LAMA) helicopters.

Further to an engine flame-out, due to the closure of the electric fuel cock, which resulted in an accident, the following measures are rendered mandatory from the effective date of this Airworthiness Directive :

Each time the engine and the rotor are started, carry out the new specific checks described in Section II of the Flight Manual, i.e. :

- Slowly move the throttle lever forward until it reaches its end-of-travel stop.
- Set the starting switch to "OFF".

The engine should not go out.

- Set the switch back to "ON" and continue the normal Flight Manual procedure.

Ref. : Aircraft Flight Manual - Normal revision n° 3 dated October 1995

EFFECTIVE DATE : APRIL 06, 1996

v/DJ

March 27, 1996

EUROCOPTER FRANCE
315 Helicopters

96-071-035 (B)

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-41

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

96-031A KONTROLL AV HOVEDROTORBLADETS «ATTACHMENT FITTINGS»

Påbudet gjelder:

Eurocopter France; SA 315 B (LAMA) helikopter.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 96-081-036(B)R1.

Tid for utførelse:

Til de tider og intervaller som beskrevet i vedlagte kopi av DGAC AD 96-081-036(B)R1. , med virkning fra denne LDP`s gyldighetsdato.

Referanse:

DGAC AD 96-081-036(B)R1.

Gyldighetsdato:

01.06.96

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive

Translation of 'Consigne de Navigabilité'

ref.: 96-081-036(B)R1

In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER FRANCE315 Helicopters

Main rotor blade attachment fittings

This Airworthiness Directive applies to SA 315 B (LAMA) helicopters.

Further to fatigue tests conducted on the main rotor blade spar/fitting assembly, the following measures are rendered mandatory from the effective date of original issue of this Airworthiness Directive :

- Every 400 operating hours (for the first time in 400 hours), perform a crack detection inspection on the attachment fitting in the area of the main rotor blade attachment bolts, in accordance with the procedure given in Chapter 5 of the DGAC approved Maintenance Manual, revision dated 03-96.

Ref. : Aircraft Maintenance Manual- Revisions dated March 1996

This Revision replaces original Issue of this AD.

EFFECTIVE DATE :

Original AD : APRIL 20, 1996

Revision 1 : MAY 04, 1996

April 24, 1996

EUROCOPTER FRANCE
315 Helicopters

96-081-036(B)R1

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-42

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets
bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

96-085A KONTROLL AV «MGB SUSPENSION BI-DIRECTIONAL CROSS BEAM»

Påbudet gjelder:

Eurocopter France; AS 350 helikopter, model B, BA, B1, B2 og D, som har påmontert
«MGB suspension bi-directional cross-beam» P/N 350A38.1018, alle utgaver, installert
på komplett «cross beam assemblies» P/N No 350A38.0210.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 96-156-071(B)R1.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD 96-156-071(B)R1, med
virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD 96-156-071(B)R1.

Gyldighetsdato:

01.07.97.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive

Translation of 'Consigne de Navigabilité'

ref.: 96-156-071(B)R1

In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER FRANCE**AS 350 Helicopters****MGB Suspension Bi-directional Cross Beam**

This Airworthiness Directive applies to AS 350 helicopters, versions B, BA, B1, B2 and D fitted with a MGB suspension bi-directional cross beam P/N 350A38.1018 - all dash numbers, installed on the complete cross beam assemblies P/No 350A38.0210 - all dash numbers (which are not modified per MOD. 072720).

Further to the discovery, in service, of cracks in the suspension cross beam, the following measures are rendered mandatory :

1. Cross beams that have logged at least 2000 flying hours or 10 000 cycles :

1.1. Within 30 flying hours from the effective date of the original issue of this Airworthiness Directive, and then at intervals of no more than 30 flying hours or 150 cycles (whichever limit is reached first), visually check the cross beam for cracks, in accordance with the instructions given in paragraph 2B(1) of the referenced EUROCOPTER FRANCE Service Bulletin N° 05.00.28 and apply the necessary measures.

1.2. Each time the cross beam or the MGB is removed, irrespective of whether the removal was scheduled or not, comply with paragraph 2B(2) of the referenced Service-Bulletin.

2. For cross beams that have logged more than 5000 flying hours and which have not been checked during or since the last major inspection as per paragraph 2B(2) of the referenced Service Bulletin :

.../...

n/DJ

June 04, 1997

EUROCOPTER FRANCE
AS 350 Helicopters

96-156-071(B)R1

Bilag til LDP 96-085A

the following measures are rendered mandatory at the effective date of Revision 1 of this Airworthiness Directive :

2.1. Within 30 flying hours and then at intervals of no more than 30 flying hours or 150 cycles (whichever limit is reached first), visually check both the upper faces of the cross beam for cracks, in accordance with the instructions given in paragraph 2B(1) of the referenced Service Bulletin and apply the necessary measures.

2.2. Within 550 flying hours or 2750 cycles (whichever limit is reached last), apply paragraph 2B(2) of the referenced Service Bulletin once.

NOTE : If there is no record of the number of the flying hours logged or of the number of cycles completed :

a - If the component has been installed on the aircraft since new, refer to the number of the flying hours and cycles logged by the airframe.

b - If the component has not been installed on the aircraft since new, comply with the instructions given in paragraph 2.1 above.

3. Before installing a cross beam as a replacement part, that has already been installed on an aircraft, comply with the instructions given in paragraph 2B(2) of the referenced Service Bulletin.

Ref. : EUROCOPTER FRANCE AS 350 Telex Service N° 05.00.28

This Revision 1 replaces Airworthiness Directive 96-156-071(B) dated July 31, 1996.

EFFECTIVE DATES :

Original AD : AUGUST 10, 1996
Revision 1 : JUNE 14, 1997

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-43

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets
bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

97-004A KONTROLL/MODIFIKASJON AV "HORIZONTAL STABILIZER SPAR"

Påbudet gjelder:

Eurocopter France; SA 315 B (LAMA) helikopter.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 96-277-037 (A) R2.

Tid for utførelse:

Til de tider og intervaller som beskrevet i vedlagte kopi av DGAC AD 96-277-037 (A) R2,
med virkning fra denne LDP's gyldighetsdato.

Anm.: Denne LDP erstatter og opphever LDP 22/88, 63/86 og 23/83.

Referanse:

DGAC AD 96-277-037 (A) R2

Gyldighetsdato:

1998-09-01.

GSAC

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 96-277-037(A) R2
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

SA 315 Helicopters

Horizontal Stabilizer Spar

This Airworthiness Directive applies to the horizontal stabilizer, all part numbers, installed on SA 315 B (LAMA) helicopters.

With a view to improving the horizontal stabilizer fatigue strength, the following measures are rendered mandatory from the effective date for this Airworthiness Directive (mandatory embodiment of modifications 07.2214 and 07.2215 on all the horizontal stabilizers, all part numbers, and visual inspection of the inside of the tube).

1. STABILIZERS PART NUMBER 315A-35-10-000-1

- 1.1 Within three months, from December 14, 1996, a visual inspection of the inside of the tube was to be done according to the directives given in paragraph 2.B(1) of the EUROCOPTER SA 315 Service Bulletin No. 55.01, Revision 2.

If corrosion is found inside the tube, other than in the half-shell area, replace the tube within 500 flying hours following the inspection or at the latest by December 31, 1998 (at the first limit reached).

- 1.2 The inspection described in paragraph 1.1 above is then to be carried out at intervals of no more than six years.

- 1.3 Compliance with paragraph 2.B(2) of the EUROCOPTER SA 315 Service Bulletin No. 55-01 R2, which corresponds to the embodiment of modifications 07.2215 (adding half-shells on the spar tube) and 07.2214 (installation of the spar tube without play) was to have been ensured by March 1, 1984 as required by the Airworthiness Directive No. 83-204-026(B) which has now been cancelled.

- 1.4 Specific checks to be carried out once compliance has been ensured with the above paragraph 1.3 :

- After the last flight of the day, visually check the installation of the half-shells and of the horizontal stabilizer.
- Every 400 flying hours or every four months (at the first limit reached), visually check the condition of the installation and lubricate the spar tube attachment bolts.

.../...

July 29, 1998

EUROCOPTER
SA 315 Helicopters

96-277-037(A) R2

1.5 For the horizontal stabilizers P/N 315A35-10-000-1 on which modification 07.2215 has been embodied, the airworthiness aspects covered by the Airworthiness Directive No. 85-194-030(B) (effective date : November 27, 1985) which is superseded and replaced by this Airworthiness Directive, remain applicable. These aspects are as follows :

- Confirm that there are no traces of marking on the spar tube and rework the stabilizer support fittings as described in paragraph 1C of the referenced EUROCOPTER SA 315 Service Bulletin No. 01-23, within 50 flying hours (unless this has already been carried out) then at intervals of no more than 400 flying hours or when the horizontal stabilizer is removed.

1.6 For the horizontal stabilizers P/N 315A35-10-000-1 on which modification 07.2215 has been embodied and which do not have the letter "X" engraved on the identification plate in the official stamp area, the airworthiness aspects covered by the Airworthiness Directive No. 88-025-031(B) (effective date : February 13, 1988) which is superseded and replaced by this Airworthiness Directive, remain applicable. These aspects are as follows :

- With a view to removing any traces of corrosion and improving the protective treatment at the half-shell-to-stabilizer tube center section assembly points, the following measures were to have been applied at the 400 flying hours interval or by February 13, 1989 at the latest, (whichever of the two limits was reached first).
- Carry out the checks and any required reworking, return the assembly to flightworthy condition and mark the letter "X" on the stabilizer in accordance with the directives given in paragraph 1.C of the EUROCOPTER SA 315 Service Bulletin No. 01-25.

2. STABILIZERS PART NUMBER 315A35-10-000-2 AND HIGHER DASH NUMBERS

2.1 Within three months, from December 14, 1996, a visual inspection of the inside of the tube was to be done according to the directives given in paragraph 2.B(1) of the EUROCOPTER SA 315 Service Bulletin No. 55.01, Revision 2.

If corrosion is found inside the tube, other than in the half-shell area, replace the tube within 500 flying hours of the inspection or by December 31, 1998 at the latest (whichever occurs first).

2.2 The inspection described in paragraph 2.1 above is then to be carried out at intervals of no more than six years.

2.3 By June 14, 1997, at the latest, check and, if necessary modification of the supports and the stabilizer in compliance with the methods described in paragraph 2B(2) of the Service Bulletin No. 55-01 R2 (embodiment of modification 07.2215), provided that the instructions given in paragraph 2B(3) of the Service Bulletin No. 55-01 R2 are applied once within 8 days or 10 flying hours (whichever limit is reached first) from the effective date of Revision 1 of this Airworthiness Directive (check the condition of the tube inside the area which is covered by the two halfshells. If a crack is found, discard the tube).

2.4 Specific checks to be carried out once compliance has been ensured with the above paragraph 2.3 of this Airworthiness Directive :

- After the last flight of the day, visually check the installation of the half-shells and of the horizontal stabilizer.
- Every 400 flying hours or every four months (whichever limit is reached first), visually check the condition of the installation and lubricate the spar tube attachment bolts.

.../...

2.5 Embodiment of modification 07.2214 (installation of the spar tube without play) was to have been ensured by March 1, 1984 at the latest as required by Airworthiness Directive No. 83-204-026(B), which has been cancelled.

2.6 For the horizontal stabilizers P/N 315A35-10-000-2, the airworthiness aspects covered by the Airworthiness Directive No. 85-194-030(B) (effective date : November 27, 1985) which is superseded and replaced by this Airworthiness Directive, remain applicable. These aspects are as follows :

- Confirm that there are no traces of marking on the spar tube and rework the stabilizer support fittings as described in paragraph 1C(1) of the referenced EUROCOPTER SA 315 Service Bulletin No. 01-23, within 50 flying hours (unless this has already been carried out) then at intervals of no more than 400 flying hours or when the horizontal stabilizer is removed.

3. STABILIZERS, ALL PART NUMBERS

Within 30 days at the latest from the effective date of Revision 2 of this Airworthiness Directive, fit a lockwire around the 4 attachment clamps of the half-shells, in accordance with the directives given in paragraph 2.B2 of referenced Service Bulletin No. 55.01 Revision 4.

4. All stabilizers held as spares, before they are installed on an aircraft, must be modified by the embodiment of modifications 07.2214 and 07.2215 and the inside of the tube be visually inspected in accordance with the directives given in paragraph 2.B(1) of the referenced Service Bulletin No. 55-01, Revision 4.

Ref. : EUROCOPTER SA 315 Service Bulletins :
No. 55-01 Revision 4, No. 05-15, No. 01-23 and No. 01-25.

Note : Airworthiness Directives 83-204-026(B), 85-194-030(B) and 88-025-031(B) have been cancelled.

This Revision 2 replaces Airworthiness Directive 96-277-037(B) R1 dated May 21, 1997.

EFFECTIVE DATES :

Original AD : DECEMBER 14, 1996
Revision 1 : UPON RECEIPT FROM MAY 21, 1997
Revision 2 : AUGUST 08, 1998

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MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-44

LUFTDYKTIGHETSPÅBUD (LDP)

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet

97-061A HALEBOM TIL HELIKOPTER FESTE

Påbudet gjelder:

Eurocopter AS 350, alle modeller som er beskrevet i vedlagte kopi av DGAC AD 1997-147-072(A)R1.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 1997-147-072(A)R1.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD 1997-147-072(A)R1, med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD 1997-147-072(A)R1.

Gyldighetsdato:

2002-02-04.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 1997-147-072(A) R1
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

AS 350 helicopters

Tail boom-to-aircraft structure junction attachment screws (ATA 53)

1. EFFECTIVITY:

This Airworthiness Directive (AD) applies to AS 350 helicopters, versions B, BA, BB, B1, B2 and D equipped with attachment screws P/N 22201BC060008L (N5103337287), which ensure the tail boom-to-aircraft structure junction attachment.

2. REASONS:

This AD is issued following the discovery of screws which do not meet the metallurgical requirements.

This Revision 1 covers the conversion of the Service Telex into Alert Service Bulletin (ASB) No. 01.00.46, with no change to the technical content.

3. MANDATORY ACTIONS AND COMPLIANCE TIME:

The following measures are rendered mandatory from the effective date of the original issue of this AD:

- 3.1. Within 100 flying hours or at the latest by July 31, 1997 (whichever limit is reached first), check the marking on the heads of the 23 attachment screws which are located above the cargo compartment floor and scrap all the screws which are marked with the letter "M" above the designation "BC", in accordance with the instructions given in paragraph 2.B.1 of referenced EUROCOPTER AS 350 Alert Service Bulletin No. 01.00.46.

Important Note:

The measures mentioned above apply to all the aircraft of the ECUREUIL aircraft range except for aircraft which are in the following situations:

1st case: New or overhauled aircraft delivered after May 15, 1997.

2nd case: Aircraft on which no tail boom-to-aircraft structure junction attachment screw has been replaced since July 01, 1994 (even if these screws are marked with the letter "M").

.../...

January 23, 2002

EUROCOPTER
AS 350 helicopters

1997-147-072(A) R1

3.2. All the screws with this part number which are held as spares and marked with the letter "M", must be scrapped in accordance with the instructions given in paragraph 2.B.2 of the referenced Alert Service Bulletin, no later than July 31, 1997.

REF.: EUROCOPTER AS 350 Alert Service Bulletin No. 01.00.46.

This Revision 1 replaces original AD 97-147-072(AB) dated July 16, 1997.

EFFECTIVE DATES :

Original AD : On receipt, from JULY 16, 1997
Revision 1 : FEBRUARY 02, 2002

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-45

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

98-029 SPREKKKONTROLL AV HOVEDROTORBLAD

Påbudet gjelder:

Eurocopter SE 3160, SA 316 B, SA 316C, SA 319B og SA 315 B som har hovedrotorblad som beskrevet i vedlagte kopi av DGAC AD No T98-088-055 (A), T98-089-038 (A).

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD No T98-088-055 (A), T98-089-038 (A).

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD No T98-088-055 (A), T98-089-038 (A) med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD No T98-088-055 (A),
T98-089-038 (A).

Gyldighetsdato:

1998-03-01.

TRANSLATION (in case of difficulty, refer to french text)

TELEGRAPHIC AIRWORTHINESS DIRECTIVES RELEASED BY THE DIRECTION GENERALE DE L'AVIATION CIVILE (FRANCE).

THIS TEXT IS NOT SENT TO FOREIGN OPERATORS OF AIRCRAFT NON REGISTERED IN FRANCE. IT IS UP TO THE NATIONAL AUTHORITIES TO FORWARD IT TO THEM ON RECEIPT.

N° T98-088-055 (A)

N° T98-089-038 (A)

EUROCOPTER : 316/319 Helicopters(AD T98-088-055 (A)
315 Helicopters(AD T 98-089-038 (A).
Main rotor blades - Cuff to spar assembly.

1. Applicability :

These telegraphic AD's applies to SE 3160, SA 316 B, SA 316C, SA 319B and SA 315 B helicopters equipped with main rotor blades P/N :

3160S11-10000 all dash numbers, 3160S11-30000 all dash numbers, 3160S11-35000 all dash numbers, 3160S11-40000 all dash numbers, 3160S11-45000 all dash numbers, 3160S11-50000 all dash numbers, 3160S11-55000 all dash numbers.

2. Reason :

These telegraphic AD's are prompted subsequently to the failure of a main rotor blade which occurred on a SA 315 B helicopter.

3. Compliance time :

The mandatory actions described in paragraph 4 are to be performed :

3.1. within the next 25 flying hours following the effective date of this Telegraphic AD, for blades which have been in service for more than 400 flying hours.

3.2. At 400 flying hours at the latest, for other blades.

4. Mandatory actions :

4.1. Perform a crack detection on the spar in the area and in accordance with the procedure specified in paragraphes CC 1), 2), 3) and 4) of the Service Telex referenced below.

4.2. Perform a crack detection on the blade cuff in accordance with the procedure specified in paragraph CC 5) of the referenced Service Telex.

4.3. The blade must be withdrawn from service if a crack is found.

5. References EUROCOPTER Service Telex : 316/319 n° 01-64, 315 n° 01-29.

6. Effective date : On receipt.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-46

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets
bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

98-049 KONTROLL AV LAGER I HALEROTORENS DRIVAKSEL

Påbudet gjelder:

Eurocopter AS 350, B, B1, B2, D, BA, BB og B3.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD No T98-173-073 (A).

Anm.: Denne LDP erstatter og opphever LDP 40D/82.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD No T98-173-073 (A),
med virkning fra denne LDP's gyldighetsdato.

Referanse:

T98-173-073 (A).

Gyldighetsdato:

1998-06-01.

GSAC

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are madatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 98-173-073(A)
 In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

AS 350 Helicopters

Tail Rotor Drive Shaft Bearings

1. AIRCRAFT CONCERNED

AS 350 helicopters, versions B, B1, B2, D, BA, BB and B3 with tail rotor drive shaft rear section bearing mountings, equipped with :

- | | | |
|------------------------------|------------------------|---------------------|
| non-regreasable bearings P/N | SKF 6007.2RS 1 MT 47CA | (AS 704A33.651.010) |
| or regreasable bearings P/N | KOYO 83A 85 1C3 | (AS 704A33.651.143) |
| | FAFNIR P9107NPP7 | (AS 704A33.651.111) |
| | FAG 593404 | (AS 704A33.651.181) |

2. REASON

This Airworthiness Directive is issued subsequent to some reports of in-service failure of the tail rotor drive shaft rear section bearings which might lead to loss of tail rotor drive. The purpose of this Airworthiness Directive is to preclude further failures.

3. ACTIONS TO BE UNDERTAKEN AND COMPLIANCE DUE DATE

- 3.1. Within 50 flying hours following the effective date of this Airworthiness Directive, for non-regreasable bearings only, and unless it has already been done in compliance with Airworthiness Directive 82-077-025(B) henceforth cancelled, check the squareness of the bearings with respect to the drive shaft and the condition of the bearings and bearing mountings as per paragraphs 1C(1) and 1C(2) in AS 350 Service Bulletin N° 05.00.08 Revision 5 referenced below.
- 3.2. The visual checks to be carried out as per paragraph 1C(2) (B) of the referenced Service Bulletin must be performed (without removal) every 100 flying hours, irrespective of the bearing type.

.../...

April 22, 1998	EUROCOPTER AS 350 Helicopters	98-173-073(A)
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3.3. The condition check of the bearings and bearing mountings to be performed as per paragraph 1C(2) of the referenced Service Bulletin must be carried out :

- every 400 flying hours for non-regreasable bearings
- every 500 flying hours for regreasable bearings.

3.4. The referenced Service Bulletin defines the applicable tolerances and actions to be undertaken according to the findings.

3.5. Greasing

Within the next 100 flying hours from march 2, 1991 (effective date of Airworthiness Directive 82-077-025(B)R2) and only on aircraft with a drive shaft fitted with regreasable bearings, grease the bearings as per Maintenance Manual (MET) work card 12.00.00.305, unless it has already been done when complying with Airworthiness Directive 82-077-025(B) cancelled henceforth.

3.6. Before installing on the Helicopter a drive shaft rear section held as spares, comply with the instructions defined in paragraph 1C(3) of the referenced Service Bulletin.

Ref. : EUROCOPTER AS 350 Service Bulletin N° 05.00.08.R5

EFFECTIVE DATE : MAY 02, 1998

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-47

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

98-060A KONTROLL AV HOVEDROTORBLAD

Påbudet gjelder:

Eurocopter SA 315 B som har hovedrotorblad med serienummer som listet i vedlagte kopi av DGAC AD 98-171-039 (A) R2.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 98-171-039 (A) R2.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD 98-171-039 (A) R2, med virkning fra denne LDP's gyldighetsdato.

Referanse:

98-171-039 (A) R2

Gyldighetsdato:

2000-02-07.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 1998-171-039(A) R2
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

SA 315 helicopters

Main rotor blades - Cuff to spar assembly

1. APPLICABILITY

This Airworthiness Directive applies to SA 315 B helicopters, equipped with main rotor blades P/N :

3160S11-10000 all dash numbers, 3160S11-30000 all dash numbers,
3160S11-35000 all dash numbers, 3160S11-40000 all dash numbers,
3160S11-45000 all dash numbers, 3160S11-50000 all dash numbers,
3160S11-55000 all dash numbers.

2. REASON

This Airworthiness Directive is issued subsequent to the failure of a main rotor blade on a SA 315 B helicopter.

3. MANDATORY ACTION AND COMPLIANCE TIME

The following measures are mandatory:

3.1. Check the spar areas for cracks in accordance with the procedure defined in paragraph 2B of EUROCOPTER Service Bulletin No. 05.39 referenced below,

3.1.1. for blades which have logged less than 400 flying hours, at the latest, when the blades reach 400 flying hours,

3.1.2. for blades which have logged 400 flying hours or more, and which have been checked in accordance with the original issue of this Airworthiness Directive or its Revision 1, within 25 flying hours following the last check carried out,

3.1.3. for blades which have logged 400 flying hours or more, and which have not yet been checked, before the next flight following the effective date of Revision 2 of this Airworthiness Directive,

.../...

- 3.1.4. for blades which are held as spares, before they are installed on an aircraft,
- 3.1.5. if 1 Omega vibration suddenly occurs, before the next flight.
- 3.2. Repeat the check for cracks defined in paragraph 3.1. above, every 100 flying hours or 600 cycles (the first limit reached is applicable). (The definition of "cycle" is given in paragraph 1.D.2. of the Service Bulletin referenced below).
- 3.3. If a crack is detected, remove the blade from service.

REF. : EUROCOPTER SA 315 Service Bulletin No. 05.39.

This Revision 2 replaces Airworthiness Directive 98-171-039(A) R1 dated May 06, 1998.

EFFECTIVE DATES :

- Original AD** : Upon receipt of Telegraphic
diffusion from APRIL 14, 1998
- Revision 1** : Upon receipt of Telegraphic
diffusion from APRIL 17, 1998
- Revision 2** : Upon receipt from JANUARY 12, 2000

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-48

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

98-076 UTFØRELSE AV SERVICE BULLETTIN No. 05.34

Påbudet gjelder:

Eurocopter SA 315 B som har hovedrotorblad med serienummer som listet i vedlagte kopi av DGAC AD 98-277-040 (A).

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 98-277-040 (A).

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD 98-277-040 (A), med virkning fra denne LDP's gyldighetsdato.

Referanse:

98-277-040 (A).

Gyldighetsdato:

1998-09-01.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 98-277-040(A)
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

SA 315 Helicopters

Bonding of main rotor blade skin and main rotor blade root reinforcement strip

1. EFFECTIVITY

This Airworthiness Directive applies to SA 315B helicopters fitted with main rotor blades bearing the following part numbers :

- 3160S11-10000 - all part numbers,
- 3160S11-35000 - all part numbers,
- 3160S11-45000 - all part numbers,
- 3160S11-55000 - all part numbers.
- 3160S11-30000 - all part numbers,
- 3160S11-40000 - all part numbers,
- 3160S11-50000 - all part numbers,

2. REASON

This Airworthiness Directive is issued following the failure of a main rotor blade on a SE 3130 helicopter.

3. COMPLIANCE

The actions defined in paragraph 4 must be undertaken :

- 3.1. Within 25 flying hours or 6 months (at the first limit reached), from the effective date of this Airworthiness Directive.
- 3.2. Then every 100 flying hours or every 6 months (at the first limit reached).
- 3.3. Before installing a rotor blade held in stock.

4. MANDATORY ACTIONS

- 4.1. Check the spar skin and the blade root reinforcement strip area for separations, cracks and corrosion, in accordance with the procedure defined in paragraph 2. of referenced SA 315 Service Bulletin No. 05.34.

.../...

July 15, 1998

EUROCOPTER
SA 315 Helicopters

98-277-040(A)

GSAC

AIRWORTHINESS DIRECTIVE

ref. : 98-277-040(A)

Page n° 2

- 4.2. The rotor blade must be withdrawn from service before resuming flights, if there is any separation, crack or corrosion within the criteria defined in the paragraph 2.B of the referenced Service Bulletin.

Réf. : EUROCOPTER SA 315 Service Bulletin No. 05.34

EFFECTIVE DATE : ON RECEIPT FROM JULY 15, 1998

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-49

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

98-078 KONTROLL AV HOVEDGEARBOKS

Påbudet gjelder:

Eurocopter France; SA 315 B (LAMA) helikopter.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 98-303-041(A).

Tid for utførelse:

Til de tider og intervaller som beskrevet i vedlagte kopi av DGAC AD 98-303-041(A), med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD 98-303-041(A).

Gyldighetsdato:

1998-09-01.

GSAC

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 98-303-041(A)
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

SA 315 Helicopters

Main Gear Box

1. EFFECTIVITY

This Airworthiness Directive applies to SA 315 B "LAMA" helicopters equipped with main gear boxes all part numbers, which are not modified by MOD 072241.

2. REASON

This Airworthiness Directive is issued following bevel wheel gear attachment bolt failure which occurred when testing an SA 315 main gear box (MGB) and which could lead to damage to the MGB and then the loss of the rotor drive.

3. MANDATORY ACTIONS AND COMPLIANCE

From the effective date of this Airworthiness Directive :

- 3.1. Carry out a daily check on the magnetic plug after the last flight of the day.
- 3.2. Check the oil filter every 25 hours.
- 3.3. Comply with the instructions given on work card 5.41.202 if the MGB oil is polluted.

REF. : SA 315 LAMA Helicopter Maintenance Manual
Rush Revision No. 15 A Date Code 03-98

EFFECTIVE DATE : AUGUST 08, 1998

July 29, 1998

EUROCOPTER
SA 315 Helicopters

98-303-041(A)

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-50

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

98-080A KONTROLL/UTSKIFTING AV HALEROTORBLAD

Påbudet gjelder:

Eurocopter modeller som listet i vedlagte kopi av DGAC AD 1998-288-042 (A)R1.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 1998-288-042 (A)R1.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD 1998-288-042 (A)R1, med virkning fra denne LDP's gyldighetsdato.

Referanse:

AD 1998-288-042 (A)R1.

Gyldighetsdato:

2001-04-01.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 1998-288-042(A) R1
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

SA 315 helicopters

Tail rotor blades - Skin (ATA 64)

1. EFFECTIVITY

SA 315 B helicopters equipped with tail rotor blades P/Nos.:
- 3160S-34-10000 all dash numbers,
- 3160S-34-11000 all dash numbers.

2. REASONS

This Airworthiness Directive is issued subsequent to the discovery of a crack in the skin of a blade lower surface, near to the attachment bolt on the blade cuff stem, on the leading edge side of a tail rotor blade, which can lead to the loss of the blade.

Revision 1 of this Airworthiness Directive takes into account the conversion of Service Telex No. 05.36 into Alert Service Bulletin (ASB) No.05.36.

3. COMPLIANCE TIME

The actions stipulated in paragraph 4 were to be taken a first time within the 10 flight hours following the effective date of the original telegraphic Airworthiness Directive, then every 10 flight hours.

These actions are still to be taken every 10 flight hours.

4. MANDATORY ACTIONS

4.1. On the lower and upper surfaces of blades P/Nos.:

3160S-34-10000-10 and onwards,
3160S-34-11000 all dash numbers,

perform a visual crack check in compliance with the operational procedure defined in paragraph 2.B of the referenced ASB.

4.2. If a crack is found, remove the blade before the next flight.

Reminder: Blades P/Nos. 3160S-34-10000-03 to 09 must be checked before each flight in compliance with Maintenance Manual chapter 5.1.

n/DJ

.../...

March 21, 2001

EUROCOPTER
SA 315 helicopters

1998-288-042(A) R1

REF.: EUROCOPTER SA 315 Alert Service Bulletin (ASB) No. 05.36.

This Revision 1 replaces Airworthiness Directive 98-288-042(A) dated August 12, 1998.

EFFECTIVE DATES :

Original AD : On receipt of the telegraphic AD
dated JULY 13, 1998

Revision 1 : MARCH 31, 2001

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Tlgr. : CIVILAIR
Telex : 71032 enfb n

LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-51

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets
bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

99-023 REVISJON AV FLIGHT MANUAL

Påbudet gjelder:

Alle Eurocopter AS 350 B3 helikopter.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 1999-017-075 (A).

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD 1999-017-075 (A),
med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD 1999-017-075 (A).

Gyldighetsdato:

1999-03-01.

GSAC

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 1999-017-075(A)
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

AS 350 Helicopters

Climbing Speeds

1. EFFECTIVITY :

AS 350 B3 helicopters

2. REASONS :

This Airworthiness directive introduces new climbing speed curves. The currently applicable curves are resulting in values, the application of which might jeopardize the safety of operated helicopters.

3. MANDATORY ACTIONS AND COMPLIANCE TIME :

3.1. Before the first flight from the effective date of this Airworthiness Directive, the following actions are rendered mandatory :

- Replace page 9 section 5.1. (date code 97-40) of Flight Manual normal revision RN 0 with page 9 section 5.1 (date code 98-36) of conditional revision RC C.
- Replace page 9 of SUPPLEMENT 14 (date code 98-05) of Flight Manual normal revision RN 0 with page 9 of SUPPLEMENT 14 (date code 98-36) of conditional revision RC A.

3.2. The mandatory actions specified in paragraph 3.1. above are no longer applicable after embodiment of modifications 072803 and 072808 and introduction of Flight Manual normal revision RN 1 (date code 98.36) and normal revision RN 1 to SUPPLEMENT 14 (date code 98-36).

REF. : FLIGHT MANUAL

EFFECTIVE DATE :

On receipt from JANUARY 13, 1999

January 13, 1999

EUROCOPTER
AS 350 Helicopters

1999-017-075(A)

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-52

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

99-037 HALEROTORBLAD – REDUKSJON AV SERVICETID

Påbudet gjelder:

Eurocopter SA 315 helikopter.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD T1999-129-043 (A).

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD T1999-129-043 (A), med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD T1999-129-043 (A).

Gyldighetsdato:

1999-05-01.

TRANSLATION (in case of difficulty, refer to french text)

TELEGRAPHIC AIRWORTHINESS DIRECTIVE RELEASED BY THE DIRECTION GENERALE DE L'AVIATION CIVILE (France).

THIS TEXT IS NOT SENT TO FOREIGN OPERATORS OF AICRAFT NON REGISTERED IN FRANCE. IT IS UP TO THE NATIONAL AUTHORITIES TO FORWARD IT TO THEM ON RECEIPT.

N° T1999-127-057(A) - EUROCOPTER – SA 313/318 Helicopters
N° T1999-128-060(A) - EUROCOPTER – SA 316/319 Helicopters
N° T1999-129-043(A) - EUROCOPTER – SA 315 Helicopters

SUBJECT : Limitation of Tail Rotor Blade Service Life.

1. EFFECTIVITY

Helicopters models

- SE 3130, SE 313 B, SA 3180, SA 318 B and SA 318 C (AD T1999-127-057(A)),
 - SE 3160, SA 316 B, SA 316 C and SA 319 B (AD T1999-128-060(A)),
 - SA 315 B (T1999-129-043(A)),
- equipped with tail rotor blades reference : 3160S34.11.000.00
serial numbers : 23484-23485-23486-23487-23488
23489-23490-23491-23492-23493

1. REASON

Subsequent to the discovery of a non-compliance of blade cuff-stems (blade to hub attachment) metallurgical structure affecting the service life of the 10 referenced blades, the following measure is rendered mandatory on receipt of this telegraphic airworthiness directive.

3. MANDATORY ACTIONS AND COMPLIANCE TIME

The Service life of the blades referenced hereabove is limited to 400 hours.

4. REFERENCES : EUROCOPTER Telex Service Alouette II and Alouette III n° 01.66 and LAMA n° 01.31 (sent by Telex n°00083 dated March 22, 1999)

5. EFFECTIVE DATE : On receipt.

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MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-53

LUFTDYKTIGHETSPÅBUD (LDP)

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

99-039C "TAIL ROTOR HUB PITCH CHANGE PLATE BEARING"

Påbudet gjelder:

Eurocopter AS 350, alle modeller som er listet i vedlagte kopi av DGAC AD 1999-085-076(A)R3.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 1999-085-076(A)R3.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD 1999-085-076(A)R3.

Referanse:

DGAC AD 1999-085-076(A)R3.

Gyldighetsdato:

2002-03-12.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 1999-085-076(A) R3
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

AS 350 helicopters

Tail rotor hub pitch change plate bearing (ATA 05, 65)

1. EFFECTIVITY:

AS 350 helicopters, versions: B, BA, B1, B2, B3, BB and D fitted with tail rotor hub pitch change plate, P/Nos. 350A33-2004-00/-01/-02/-03/-05 or 350A33-2009-00/-01, and which do not incorporate MOD 076551 [new generation bearing P/No. 6010F234M16 (704A33.651.190) introduced by EUROCOPTER AS 350 Service Bulletin No. 65.00.38 R1].

2. REASONS:

This Airworthiness Directive (AD) is issued subsequent to some cases of deterioration of the tail rotor hub pitch change plate bearing, which can lead to seizure of the bearing and loss of control of the aircraft.

Revisions 1 and 2 of this AD covered Revisions 1 and 2 of EUROCOPTER Service Bulletin No. 05.00.29.

Revision 3 of this AD covers the replacement of Service Bulletin No. 05.00.29 R2 with referenced Alert Service Bulletin (ASB) No. 05.00.29, with no change to the technical content.

3. MANDATORY ACTIONS AND COMPLIANCE TIME

3.1. Within 10 flying hours following the effective date of Revision 1 of this Airworthiness Directive, check the rotation torque of the bearing, in accordance with the instructions described in paragraph 2.B 1) of the referenced ASB, unless already carried out.

3.2. Check the bearing for axial play, friction points and brinelling in accordance with the instructions described in paragraph 2.B 2) of the referenced ASB:

3.2.1. Within 10 flying hours (without exceeding 2 weeks) following the effective date of Revision 1 of this Airworthiness Directive, except for bearings which underwent this check less than 40 flying hours ago or less than 6 months ago.

3.2.2. Every 50 flying hours (without exceeding 6 months between two checks).

.../...

3.3. Before installing a pitch change plate assembly or a tail rotor gear box assembly, held as spare, on an aircraft, check the rotation torque and carry out the axial play, friction point and brinelling check in accordance with the instructions described in paragraph 2.B 1) b) and 2.B 2) of the referenced ASB.

3.4. Interpretation of results:

3.4.1. If the measured rotational load is greater than or equal to 300 grams, remove the pitch change plate assembly from the aircraft, or do not install the pitch change plate assembly or tail rotor gear box assembly, held as spare, on the aircraft.

3.4.2. If the rotational load is less than 300 grams, and if the measured axial play is greater than or equal to 0.4 mm and/or friction points or brinelling detected:

- Check the condition of the parts (excluding the pitch change plate bearing) and replace them according to the criteria defined in paragraph 2.B 3) b) of the referenced ASB.
- Replace the pitch change plate bearing with a bearing in airworthy condition.

REF.: EUROCOPTER AS 350 Alert Service Bulletin No. 05.00.29.

This Revision 3 replaces AD 1999-085-076(A) R2 dated October 20, 1999.

EFFECTIVE DATES :

Original AD : MARCH 6, 1999
Revision 1 : On receipt of telegraphic AD
issued on MAY 14, 1999
Revision 2 : OCTOBER 30, 1999
Revision 3 : MARCH 02, 2002

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-54

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

99-048A **BEGRENSNING AV SERVICE TID FOR HALEROTORBLAD**

Påbudet gjelder:

Eurocopter SA 315, modeller som beskrevet i vedlagte kopi av DGAC AD 1999-129-043(A)R1.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 1999-129-043(A)R1.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD 1999-129-043(A)R1, med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD 1999-129-043(A)R1.

Gyldighetsdato:

2001-07-10.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 1999-129-043(A) R1
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

SA 315 helicopters

Limitation of tail rotor blade service life (ATA 05, 64)

1. EFFECTIVITY:

Helicopter model: SA 315B equipped with tail rotor blades
part number: 3160S34.11.000.00
serial numbers: 23484, 23485, 23486, 23487, 23488, 23489, 23490, 23491, 23492, 23493.

2. REASONS:

This AD is issued subsequent to the discovery of a non-compliance of blade cuff stems (blade-to-hub attachment) metallurgical structure affecting the service life of the 10 blades listed above.

Revision 1 of this AD covers the conversion of Service Telex No. 01.31 into Alert Service Bulletin (ASB) No. 01.31 with no change to the technical content.

3. MANDATORY ACTIONS AND COMPLIANCE TIME:

The service life of the blades listed above is limited to 400 hours from the effective date of the original Airworthiness Directive.

REF.: EUROCOPTER LAMA Alert Service Bulletin No. 01.31.

This Revision 1 replaces AD 1999-129-043(A) dated April 07, 1999.

EFFECTIVE DATES:

Original AD : On receipt of the telegraphic AD
issued on MARCH 25, 1999
Revision 1 : JUNE 23, 2001

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-55

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

99-055A UTFØRELSE AV EUROCOPTER AS 355 ASB 05.00.30

Påbudet gjelder:

Eurocopter AS 355, alle modeller som er listet i vedlagte kopi av DGAC AD 1999-084-057(A)R3.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 1999-084-057(A)R3.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD 1999-084-057(A)R3.

Referanse:

DGAC AD 1999-084-057(A)R3.

Gyldighetsdato:

2002-03-12.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 1999-084-057(A) R3
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

AS 355 helicopters

Tail rotor hub pitch change plate bearing (ATA 05, 65)

1. EFFECTIVITY:

AS 355 helicopters, versions: E, F, F1, F2 and N fitted with tail rotor hub pitch change plate, P/Nos. 350A33-2004-00/-01/-02/-03/-05 and which do not incorporate MOD 076551 [new generation bearing P/No. 6010F234M16 (704A33.651.190) introduced by EUROCOPTER AS 355 Service Bulletin No. 65.00.15 R1].

2. REASONS:

This Airworthiness Directive (AD) is issued subsequent to some cases of deterioration of the tail rotor hub pitch change plate bearing, which can lead to seizure of the bearing and loss of control of the aircraft.

Revisions 1 and 2 of this AD covered Revisions 1 and 2 of EUROCOPTER Service Bulletin No. 05.00.30.

Revision 3 of this AD covers the replacement of Service Bulletin No. 05.00.30 R2 with referenced Alert Service Bulletin (ASB) No. 05.00.30, with no change to the technical content.

3. MANDATORY ACTIONS AND COMPLIANCE TIME:

3.1. Within 10 flying hours following the effective date of Revision 1 of this Airworthiness Directive, check the rotation torque of the bearing, in accordance with the instructions described in paragraph 2.B 1) of the referenced ASB, unless already carried out.

3.2. Check the bearing for axial play, friction points and brinelling in accordance with the instructions described in paragraph 2.B 2) of the referenced ASB:

3.2.1. Within 10 flying hours (without exceeding 2 weeks) following the effective date of Revision 1 of this Airworthiness Directive, except for bearings which underwent this check less than 40 flying hours ago or less than 6 months ago.

3.2.2. Every 50 flying hours (without exceeding 6 months between two checks).

.../...

3.3. Before installing a pitch change plate assembly or a tail rotor gear box assembly, held as spare, on an aircraft, check the rotation torque and carry out the axial play, friction point and brinelling check in accordance with the instructions described in paragraph 2.B 1) b) and 2.B 2) of the referenced ASB.

3.4. Interpretation of results:

3.4.1. If the measured rotational load is greater than or equal to 300 grams, remove the pitch change plate assembly from the aircraft, or do not install the pitch change plate assembly or tail rotor gear box assembly, held as spare, on the aircraft.

3.4.2. If the rotational load is less than 300 grams, and if the measured axial play is greater than or equal to 0.4 mm and/or friction points or brinelling detected:

- Check the condition of the parts (excluding the pitch change plate bearing) and replace them according to the criteria defined in paragraph 2.B 3) b) of the referenced ASB.
- Replace the pitch change plate bearing with a bearing in airworthy condition.

REF.: EUROCOPTER AS 355 Alert Service Bulletin No. 05.00.30.

This Revision 3 replaces AD 1999-084-057(A) R2 dated October 20, 1999.

EFFECTIVE DATES :

Original AD : MARCH 6, 1999
Revision 1 : On receipt of telegraphic AD
issued on MAY 14, 1999
Revision 2 : OCTOBER 30, 1999
Revision 3 : MARCH 02, 2002

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-56

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Lufthavstilsynet følgende forskrift om luftdyktighet.

2000-005 UTFØRELSE AV EUROCOPTER AS 350 SB 33.00.17

Påbudet gjelder:

Eurocopter AS 350 B3, som beskrevet i vedlagte kopi av DGAC AD 1999-512-077(A).

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 1999-512-077(A).

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD 1999-512-077(A), med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD 1999-512-077(A).

Gyldighetsdato:

2000-02-07.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 1999-512-077(B)
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

AS 350 helicopters

"NR" indicator lighting

1. EFFECTIVITY

AS 350 B3 version helicopters, which do not incorporate MOD 072810 or any other approved modification, enabling full "NR" indicator lighting in normal mode and emergency mode.

2. REASON

This Airworthiness Directive is prompted to enable lighting of the "NR" indicator by an emergency lighting power supply.

3. MANDATORY ACTIONS AND COMPLIANCE TIME

At the latest by March 31, 2000, install a lighting strip intended for "NR" indicator lighting, in parallel, on the pilot's reading light, in compliance with the instructions given in the referenced EUROCOPTER AS 350 Service Bulletin No. 33.00.17.

REF. : EUROCOPTER AS 350 Service Bulletin No. 33.00.17

EFFECTIVE DATE : JANUARY 08, 2000

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-57

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2000-036B MOTOR TIL "MAIN GEAR BOX COUPLING"

Påbudet gjelder:

Eurocopter EC 120B, som beskrevet i vedlagte kopi av DGAC AD 2000-176-004(A) R2.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 2000-176-004(A) R2.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD 2000-176-004(A) R2, med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD 2000-176-004(A) R2.

Gyldighetsdato:

2000-10-05.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2000-176-004(A) R2
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

EC 120 Helicopters

Engine-to-Main Gear Box (MGB) - Coupling Tube Assembly (ATA 05, 63)

1. EFFECTIVITY:

This Airworthiness Directive (AD) applies to EC 120B helicopters equipped with the reinforced engine-to-MGB coupling tube assembly P/N C631A1101101.

2. REASONS:

This Airworthiness Directive is issued following one reported occurrence of crack on a reinforced coupling tube which may lead to engine-to-Main Gear Box ((MGB) coupling assembly failure and therefore to an autorotation.

Revision 1 of this AD introduces the replacement of the Service Telex with referenced Service Bulletin and the reduction of the time between two checks.

Revision 2 of this AD covers the conversion of EC 120 Service Bulletin No. 05.003 into EC 120 Alert Service Bulletin (ASB) No. 05A003 with no change to the technical content.

3. MANDATORY ACTIONS AND COMPLIANCE TIME:

3.1. Except if already done, the following actions are rendered mandatory at the effective date of the original issue of this AD:

a) Prior to the next flight, visually check inside the MGB compartment, the area of the coupling tube cylindrical casing on either side of the coupling tube attachment fitting to the MGB for crack research in compliance with the instructions specified in paragraph 2B of referenced EUROCOPTER EC 120 B Alert Service Bulletin (ASB) No. 05A003.

b) Remove and replace each coupling tube showing one or more cracks.

3.2. At each check after the last flight of the day, without exceeding 5 flight hours, repeat the operations described in above paragraphs 3.1a) and 3.1b).

3.3. When installing on aircraft a coupling tube mentioned in paragraph 1, held as spares, comply with the instructions described in above paragraphs 3.1 and 3.2.

.../...

REF.: EUROCOPTER EC 120 Alert Service Bulletin No. 05A003.

This Revision 2 replaces AD 2000-176-004(A) R1 dated August 23, 2000.

EFFECTIVE DATES :

Original AD : On receipt of the telegraphic AD
issued on APRIL 21, 2000
Revision 1 : On receipt, from AUGUST 23, 2000
Revision 2 : SEPTEMBER 15, 2001

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-58

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2000-049A "TAIL ROTOR HEAD PITCH CHANGE PLATE"

Påbudet gjelder:

Eurocopter AS 350, alle modeller som beskrevet i vedlagte kopi av DGAC AD F-2000-222-079 R1.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD F-2000-222-079 R1.

Tid for utførelse:


Til de tider som beskrevet i vedlagte kopi av DGAC AD F-2000-222-079 R1, med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD F-2000-222-079 R1.

Gyldighetsdato:

2004-12-01.

	AIRWORTHINESS DIRECTIVE No F-2000-222-079 R1	Distribution: A	Issue date: September 15, 2004	Page : 1/2
	Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.				
Corresponding foreign Airworthiness Directive(s): Not applicable.		Airworthiness Directive(s) replaced: 2000-222-079 original issue		
Person in charge of airworthiness: EUROCOPTER		Type(s): AS 350 helicopters		
Type certificate(s) No. 84 TCDS No 157				
ATA chapter: 05, 64	Subject: Tail rotor - Bearing spacer of the tail rotor head pitch change plate			

1. EFFECTIVITY:

AS 350 helicopters, versions B, B1, B2, B3, BA, BB and D, fitted with tail rotor pitch change rotating plates all part numbers, on which EUROCOPTER modification (MOD) 07 6554 has not been embodied.

This Airworthiness Directive (AD) does not apply to pitch change plate assembly part number 350A33-2030-00 (MOD 076550).

2. REASONS:

This AD is issued to prevent deterioration and loss of the tail rotor head (TRH) pitch change control.

Revision 1 of this AD covers referenced Revision 1 of EUROCOPTER AS 350 Alert Service Bulletin (ASB) No. 05.00.33, with no change to the technical content, but reducing the effectivity defined in paragraph 1 with reference to a modification.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures are rendered mandatory as from the effective date of the original issue of this AD:

3.1. At the latest within 10 flying hours, identify the position of the spacer and the tail rotor pitch change rotating plate in compliance with the instructions given in paragraph 2.B.1. of referenced EUROCOPTER AS 350 ASB No. 05.00.33 R1.

3.2. At each check after the last flight of the day, check in compliance with the instructions given in paragraph 2.B.2. of the referenced ASB, that the paint index marks on the tail rotor pitch change rotating plate and on the spacer are aligned.

If the paint index marks are aligned, comply with the instructions described in paragraph 2.B.3. of the referenced ASB (embodiment of MOD 07 6554) at the latest during the next "T" basic inspection.

If the paint index marks are not aligned, comply with the instructions described in paragraph 2.B.4. of the referenced ASB (embodiment of MOD 07 6554) at the latest within 25 flying hours from detection of the misalignment.



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No F-2000-222-079 R1

Distribution:
A

Issue date:
September 15, 2004

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2/2

3.3. Before installing a pitch change plate assembly or a tail gear box assembly, held as spares, on an aircraft, comply with the instructions described in paragraph 2.B.3. of the referenced ASB (embodiment of MOD 07 6554).

4. REFERENCE PUBLICATION:

EUROCOPTER AS 350 Alert Service Bulletin No. 05.00.33 R1
(Any subsequent approved revision to this ASB is acceptable).

5. EFFECTIVE DATES:

Original issue : Upon receipt of telegraphic AD dated June 02, 2000
Revision 1 : September 25, 2004.

6. REMARK:

For any questions concerning the technical content of the requirements in this AD, please contact:

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7. APPROVAL:

This AD Revision is approved under EASA reference No 2004-9369 dated September 07, 2004.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-59

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets
bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2000-050 "ENGINE OIL PIPE"

Påbudet gjelder:

Eurocopter AS 350, alle modeller som beskrevet i vedlagte kopi av DGAC AD 2000-268-078(A).

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 2000-268-078(A).

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD 2000-268-078(A), med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD 2000-268-078 (A).

Gyldighetsdato:

2000-07-07.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2000-268-078(A)
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

AS 350 helicopters

Engine oil pipe - Fire proofing (ATA 79)

1. EFFECTIVITY:

AS 350 helicopters, versions: B, B1, B2, BA, BB and D on which MOD 07 2793 has not been embodied.

2. REASON:

This Airworthiness Directive is issued to render fireproofing of the engine oil tank breather pipe mandatory by fitting a heat-resistant silicone sheath.

3. MANDATORY ACTIONS AND COMPLIANCE TIME:

3.1. At the latest on December 31, 2000 (unless already done), protect the engine oil tank breather pipe using a protective sheath, in accordance with the instructions given in paragraph 2 of referenced EUROCOPTER AS 350 Service Bulletin No. 79.00.11 Rev. 1

3.2. From the effective date of this Airworthiness Directive, before installing an engine oil breather pipe on aircraft, comply with the instructions given in paragraph 2 of referenced Service Bulletin.

REF.: EUROCOPTER AS 350 Service Bulletin No. 79.00.11 Rev. 1

EFFECTIVE DATE : JULY 08, 2000

June 28, 2000

EUROCOPTER
AS 350 helicopters

2000-268-078(A)

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-60

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2000-051A "TAIL ROTOR HEAD PITCH CHANGE PLATE"

Påbudet gjelder:

Eurocopter AS 355, alle modeller som beskrevet i vedlagte kopi av DGAC AD F-2000-223-059 R1.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD F-2000-223-059 R1.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD F-2000-223-059 R1, med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD F-2000-223-059 R1.

Gyldighetsdato:

2004-12-01.

	AIRWORTHINESS DIRECTIVE		Distribution:	Issue date:	Page :
	No F-2000-223-059 R1		A	September 15, 2004	1/2
Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.		
	No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.				
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: 2000-223-059 original issue			
Person in charge of airworthiness: EUROCOPTER		Type(s): AS 355 helicopters			
Type certificate(s) No. 168 TCDS No 168					
ATA chapter: 05, 64	Subject: Tail rotor - Bearing spacer of the tail rotor head pitch change plate				

1. EFFECTIVITY:

AS 355 helicopters, versions E, F, F1, F2 and N, fitted with tail rotor pitch change rotating plates all part numbers, on which EUROCOPTER modification (MOD) 07 6554 has not been embodied.

This Airworthiness Directive (AD) does not apply to pitch change plate assembly part number 350A33-2030-00 (MOD 076550).

2. REASONS:

This AD is issued to prevent deterioration and loss of the tail rotor head (TRH) pitch change control.

Revision 1 of this AD covers referenced Revision 1 of EUROCOPTER AS 355 Alert Service Bulletin (ASB) No. 05.00.33, with no change to the technical content, but reducing the effectivity defined in paragraph 1 with reference to a modification.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:


The following measures are rendered mandatory as from the effective date of the original issue of this AD:

3.1. At the latest within 10 flying hours, identify the position of the spacer and the tail rotor pitch change rotating plate in compliance with the instructions given in paragraph 2.B.1. of referenced EUROCOPTER AS 355 ASB No. 05.00.33 R1.

3.2. At each check after the last flight of the day, check in compliance with the instructions given in paragraph 2.B.2. of the referenced ASB, that the paint index marks on the tail rotor pitch change rotating plate and on the spacer are aligned.

If the paint index marks are aligned, comply with the instructions described in paragraph 2.B.3. of the referenced ASB (embodiment of MOD 07 6554) at the latest during the next "T" basic inspection.

If the paint index marks are not aligned, comply with the instructions described in paragraph 2.B.4. of the referenced ASB (embodiment of MOD 07 6554) at the latest within 25 flying hours from detection of the misalignment.

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3.3. Before installing a pitch change plate assembly or a tail gear box assembly, held as spares, on an aircraft, comply with the instructions described in paragraph 2.B.3. of the referenced ASB (embodiment of MOD 07 6554).

4. REFERENCE PUBLICATION:

EUROCOPTER AS 355 Alert Service Bulletin No. 05.00.33 R1
(Any subsequent approved revision to this ASB is acceptable).

5. EFFECTIVE DATES:

Original issue : Upon receipt of telegraphic AD dated June 02, 2000
Revision 1 : September 25, 2004.

6. REMARK:

For any questions concerning the technical content of the requirements in this AD, please contact:

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7. APPROVAL:

This AD Revision is approved under EASA reference No 2004-9370 dated September 07, 2004.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-61

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2000-057 "FERRY FUEL TANKS"

Påbudet gjelder:

Eurocopter, alle modeller som beskrevet i vedlagte kopi av DGAC AD 2000-302(A).

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 2000-302(A).

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD 2000-302(A), med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD 2000-302(A).

Gyldighetsdato:

2000-07-21.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-62

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2000-058A "STARTER GENERATORS"

Påbudet gjelder:

Eurocopter modell AS 355N, som beskrevet i vedlagte kopi av DGAC AD 1999-469-058(A)R2.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 1999-469-058(A)R2.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD 1999-469-058(A)R2. med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD 1999-469-058(A)R2.

Gyldighetsdato:

2002-02-04.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 1999-469-058(A) R2
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

AS 355 helicopters

Starter generators (ATA 01, 24)

1. EFFECTIVITY:

This Airworthiness Directive applies to AS 355N helicopters equipped with starter generators P/N 524-060 or 524-061.

2. REASONS:

This Airworthiness Directive (AD) is issued further to cases of starter generator deterioration, which may lead to failure of the engine exhaust pipe ejector attachment lugs and result in loss of the exhaust pipe ejector.

Revision 1 of this Airworthiness Directive introduces the referenced Revision 2 of Service-Telex No. 01-00-45, which modifies the technical analysis and the precautionary measures.

Revision 2 of this Airworthiness Directive introduces further instructions covered by Revision 3 of the referenced Alert Telex (which replaces the Service Telex with same number) and changes the vibration level check intervals for starter generators following a further report of damage.

3. MANDATORY ACTIONS AND COMPLIANCE TIME:

The following actions are rendered mandatory from the effective date of Revision 2 of this Airworthiness Directive.

They are to be taken on both sides of the helicopter (left and right sides).

3.1. At the following time limits, perform the vibration level checks in compliance with the procedure described in paragraph 2 of referenced Alert Telex No. 01.00.45 R3:

3.1.1. Before resuming flights, after each installation of a starter generator on aircraft.

3.1.2. At each of the following time limits from installation of a starter generator on aircraft:

- After 10 to 15 hours. At this time limit, an additional check of the tightening torque of the starter generator attachment clamp must be performed, as per Maintenance Manual (MET) work card 80.06.00.401.
- After 25 to 35 hours.
- After 45 to 55 hours.
- After 70 to 80 hours.
- After 100 to 110 hours.

.../...

January 09, 2002

EUROCOPTER
AS 355 helicopters

1999-469-058(A) R2

3.1.3. On completion of the checks performed in compliance with paragraph 3.1.2 above, repeat the check at intervals of no more than 110 flight hours.

3.2. For starter generators already installed on aircraft at the effective date of Revision 2 this AD, take the following actions:

3.2.1. If the starter generator has logged more than 15 hours on the aircraft since installation:

- Before the next flight, check the tightening torque load of the starter generator attachment clamp, as per Maintenance Manual (MET) work card 80-06-60-401.

3.2.2. If the starter generator has logged more than 110 hours on the aircraft since installation:

- At the latest within the following 15 flight hours, check the vibration level once, in compliance with the instructions described in paragraph 2 of the referenced Alert Telex, unless this check was performed previously at approximately 150 hours, in accordance with Revision 1 of this AD.
- Then repeat the checks at intervals of no more than 110 flight hours.

Note: We remind operators that the visual check of the exhaust pipe condition is to be carried out during the check of the first flight of the day.

REF.: EUROCOPTER AS 355 Alert Telex No. 01.00.45 R3.

This Revision 2 replaces AD 1999-469-058(A) R1 dated August 09, 2000.

EFFECTIVE DATES :

**Original AD : On receipt of the telegraphic AD
issued on NOVEMBER 22, 1999**
Revision 1 : On receipt, from AUGUST 09, 2000
Revision 2 : On receipt, from JANUARY 09, 2002

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-63

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2000-059B "CABIN SLIDING DOOR"

Påbudet gjelder:

Eurocopter modell EC 120B, som beskrevet i vedlagte kopi av DGAC AD 2000-285-005(A)R2.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 2000-285-005(A)R2.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD 2000-285-005(A)R2. med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD 2000-285-005(A)R2.

Gyldighetsdato:

2001-06-05.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2000-285-005(A) R2
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

EC 120 helicopters

Cabin sliding door (ATA 05, 52)

1. EFFECTIVITY:

This Airworthiness Directive applies to EC 120 B helicopters having a serial number below 1170, with a rail not equipped with an end-of-travel anti-unhinging stop, rail P/N C533C8102201 or C533C8102202 or C533C8103201 or C533C8103202 and on which compliance has not yet been ensured with EUROCOPTER EC 120 Alert Service Bulletin No. 52A004 R1.

2. REASONS:

This Airworthiness Directive is issued subsequent to a case of in-flight loss of the cabin sliding door which was locked in the open position.

Revision 1 of this Airworthiness Directive:

- Took into account the conversion of Service Telex No. 05.005 into Alert Service Bulletin (ASB) No. 05A005.
- Incorporated the modifications which form the subject of Alert Service Bulletin (ASB) No. 52A004.

Revision 2 of this Airworthiness Directive specifies the effectivity by giving the P/N of the concerned rails.

3. MANDATORY ACTIONS:

- 3.1. Adjust the cabin sliding door in compliance with the instructions specified in paragraph 2.B of referenced EUROCOPTER EC 120 Alert Service Bulletin (ASB) No. 05A005 R1.
- 3.2. Flight with the cabin sliding door in the open position is forbidden if the adjustment done according to paragraph 3.1. above does not ensure correct locking of the cabin sliding door in the open position.

In this case, remove the cabin sliding door prior to carrying out a flight with the door open, and refer to the Flight Manual for airspeed limitations.

.../...

3.3. Modify the rear stop of the middle rail and add a stop to the front rail in compliance with the instructions specified in paragraph 2.B of referenced EC 120 Alert Service Bulletin (ASB) No. 52A004 R1.

4. COMPLIANCE TIME:

4.1. The actions stipulated in paragraph 3.1. above were to be undertaken:

- before the next flight with the cabin sliding door in the open position from the effective date of the original telegraphic Airworthiness Directive,
- at the latest by August 31, 2000.

4.2. Since the effective date of the original telegraphic Airworthiness Directive, the actions stipulated in paragraph 3.2. above are to be undertaken each time a cabin sliding door is installed on an aircraft.

4.3. The actions stipulated in paragraph 3.3. above are to be undertaken by June 30, 2001.

This Airworthiness Directive is no longer applicable once the actions that are stipulated in paragraph 3.3 above have been undertaken.

REF.: EUROCOPTER EC 120 Alert Service Bulletins No. 05A005 R1 and No. 52A004 R1.

This Revision 2 replaces AD 2000-285-005(A) R1 dated March 21, 2001.

EFFECTIVE DATES :

**Original AD : On receipt of the telegraphic AD
dated JUNE 30, 2000**
Revision 1 : MARCH 31, 2001
Revision 2 : MAY 26, 2001

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MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-64

LUFTDYKTIGHETSPÅBUD (LDP)

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2000-060A DET ELEKTRISKE SYSTEMET

Påbudet gjelder:

Eurocopter AS 355 modeller, som beskrevet i vedlagte kopi av DGAC AD 2000-339-060(A)R2.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 2000-339-060(A)R2.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD 2000-339-060(A)R2. med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD 2000-339-060(A)R2.

Gyldighetsdato:

2003-02-26.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2000-339-060(A) R2
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

AS 355 helicopters

Electrical power (ATA 24)

1. EFFECTIVITY

AS 355 helicopter versions E, F, F1, F2 and N, equipped for IFR flights, before embodiment of MOD 073019 or before compliance with EUROCOPTER AS 355 Service Bulletin No. 24.00.14, and equipped with the following electrical master boxes referenced:

- 48xGC01Yxxx up to serial number 1352
- 49xGC01Yxxx up to serial number 1143.

Note: this AD is intended for maintenance personnel and crews.

2. REASONS

This Airworthiness Directive (AD) is issued following some cases of total electrical power failure, except direct battery, on AS 355 helicopters during long-duration flights at high OAT with the landing light switched on (failure due to disengagement of the 40 A contactors in the electrical master boxes, below their nominal threshold).

Revision 1 of this AD extended the effectivity of the measures below to electrical master boxes with all part numbers.

Revision 2 of this AD:

- covers the conversion of Service Telex No. 25.00.63 into Alert Service Bulletin (ASB) No. 25.00.63,
- limits compliance with the AD to helicopters equipped for IFR flights,
- introduces the permanent solution designed to preclude the risk of total failure of the DC power supply system.

.../...

3. MANDATORY ACTIONS AND COMPLIANCE TIME

3.1. Reminder of the measures rendered mandatory from the effective date of Revision 1 of this AD:

3.1.1. Do not use the landing light outside the landing and take-off phases.

3.1.2. In the event of total failure of the electrical power system, except direct battery, in flight, apply the procedure described in paragraph 2.B of the referenced EUROCOPTER AS 355 Alert Service Bulletin (ASB) No. 25.00.63.

3.2. Measure rendered mandatory by Revision 2 of this AD:

- Before August 1st, 2003, replace the non temperature-compensated contactors with temperature-compensated circuit breakers, in compliance with the instructions described in referenced EUROCOPTER AS 355 Alert Service Bulletin No. 24.00.14 (corresponds to MOD 073019).

Embodiment of this modification cancels the requirements imposed by paragraph 3.1 above.

REF.: EUROCOPTER AS 355 Alert Service Bulletins No. 25.00.63 and No. 24.00.14.

This Revision 2 replaces AD 2000-339-060(A) R1 dated September 06, 2000.

EFFECTIVE DATES :

Original AD : From receipt of the telegraphic AD
issued on JULY 31, 2000
Revision 1 : On receipt, from SEPTEMBER 06, 2000
Revision 2 : JANUARY 04, 2003

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-65

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2000-061B HALEROTORENS FREMRE "FAIRING"

Påbudet gjelder:

Eurocopter modell AS 350 B3, som beskrevet i vedlagte kopi av DGAC AD 2000-340-080(A) R2.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 2000-340-080(A) R2.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD 2000-340-080(A) R2.

Referanse:

DGAC AD 2000-340-080(A) R2.

Gyldighetsdato:

2002-03-12.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2000-340-080(A) R2
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

AS 350 helicopters

Tail rotor drive shaft forward fairing (ATA 05, 53)

1. EFFECTIVITY:

AS 350 B3 helicopters equipped with tail rotor drive shaft forward fairing
P/Nos.: - 350A23.0032.09 pre MOD 073097
- 350A23.1075.00 post MOD 073097.

2. REASONS :

This Airworthiness Directive (AD) is issued following a case of loss of the heat shield of the tail rotor drive shaft forward fairing in flight, which can lead to the loss of the yaw control of the helicopter.

Revision 1 of this AD covered Revision 1 of Service Telex No. 05.00.35.

Revision 2 of this AD covers the replacement of Service Telex No. 05.00.35 with referenced EUROCOPTER AS 350 Alert Service Bulletin (ASB) No. 05.00.35 and incorporates further details in above paragraph 1.

3. MANDATORY ACTIONS AND COMPLIANCE TIME:

The following measures are rendered mandatory:

3.1. Fairing P/N 350A23.0032.09 (pre MOD 073097) or before implementation of repair No. 350-53-42-00:

3.1.1. At each check after the last flight of the day (ALF check) from the effective date of Revision 2 of this AD:

- a) Visually check the fairing in the 6 areas of attachment to the heat shield, in accordance with the instructions described in paragraph 2.B.2 of the referenced ASB.
- b) If a crack is discovered or if in doubt about the existence of a crack, comply with below paragraphs 3.1.2 a) and 3.1.2.b).

.../...

February 20, 2002

EUROCOPTER
AS 350 helicopters

2000-340-080(A) R2

3.1.2. Within 50 flight hours following the effective date of the original issue of this AD, then every 50 flight hours:

- a) After removal of the fairing, visually check the internal face of the tail rotor drive shaft fairing in the 9 areas of attachment to the heat shield in accordance with the instructions described in paragraph 2.B.1 of the referenced ASB.
- b) If a crack is detected and before the next flight, discard the fairing or repair it, if the repair criteria described in paragraph 2.B.1 of the referenced ASB are not exceeded, in accordance with repair sheet No. 350-53-42-00 (crack stop hole and installation of three stiffeners).

3.2. Fairing post repair No. 350-53-42-00 or fairing P/N 350A23.1075.00 (post MOD 073097):

3.2.1. At each check after the last flight of the day (ALF check) from the effective date of the original issue of this AD:

- a) Visually check the fairing in the 6 areas of attachment to the heat shield, in accordance with the instructions described in paragraph 2.B.2 of the referenced ASB.
- b) In case of propagation of an existing crack beyond the crack stop hole or in case of a new crack or if in doubt, before the next flight, remove this fairing and visually check the stiffeners and the external face of the fairing under the heat shield, in accordance with the instructions described in paragraph 2.B.1 of the referenced ASB.
- c) If a crack is found in one or more stiffeners or in case of propagation of an existing crack beyond the crack stop hole or in case of detection of a new crack, discard the fairing.

3.2.2. Within 100 flight hours from the effective date of the original issue of this AD, then every 100 flight hours:

- a) After removal of the fairing, visually check the stiffeners and the external face of the tail rotor drive shaft fairing under the heat shield, in accordance with the instructions described in paragraph 2.B.1 of the referenced ASB.
- b) If a crack is found in one or more stiffeners or in case of propagation of an existing crack beyond the crack stop hole or in case of detection of a new crack, discard the fairing.

3.3. Replacement fairing:

Embody MOD 073097 before installing a tail rotor drive shaft forward fairing P/N 350A23.0032.09, held as spare, on aircraft.

REF.: EUROCOPTER AS 350 Alert Service Bulletin (ASB) No. 05.00.35.

This Revision 2 replaces AD 2000-340-080(A) R1 dated August 23, 2000.

EFFECTIVE DATES:

**Original AD : On receipt of telegraphic AD
issued on JULY 31, 2000**
Revision 1 : On receipt from AUGUST 23, 2000
Revision 2 : MARCH 02, 2002

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MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-66

LUFTDYKTIGHETSPÅBUD (LDP)

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets
bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2000-075 "FUEL ANTI-ICING ADDITIVE"

Påbudet gjelder:

Eurocopter modell EC 120, som beskrevet i vedlagte kopi av DGAC AD 2000-451-006(A).

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 2000-451-006(A)..

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD 2000-451-006(A).
med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD 2000-451-006(A).

Gyldighetsdato:

2000-12-15.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2000-451-006(A)
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

EC 120 helicopters

Fuel anti-icing additive (ATA 28)

1. EFFECTIVITY:

This Airworthiness Directive applies to EC 120 B helicopters.

2. REASON:

This Airworthiness Directive is prompted to prevent any fuel icing problems at subzero outside air temperatures (OAT). The limitation concerning the use of fuel anti-icing additive has been increased.

3. MANDATORY ACTIONS AND COMPLIANCE:

The following measures are rendered mandatory:

- Update the Aircraft Flight Manual before the next flight following the effective date of this Airworthiness Directive, by incorporating Rush Revision (RR) 5B dated June 2000. This Rush Revision stipulates that the use of fuel anti-icing additive is compulsory at an OAT below or equal to 0°C.

REF.: Aircraft Flight Manual RR 5B dated June 2000.

EFFECTIVE DATE :

On receipt from NOVEMBER 15, 2000

November 15, 2000

EUROCOPTER
EC 120 helicopters

2000-451-006(A)

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-67

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2001-016 "TAIL ROTOR HUB PITCH-CHANGE PLATE BEARING"

Påbudet gjelder:

Eurocopter modell AS 350, alle modeller som er beskrevet i vedlagte kopi av DGAC AD T2001-074-081(A).

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD T2001-074-081(A).

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD T2001-074-081(A) med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD T2001-074-081(A)

Gyldighetsdato:

2001-03-13.

N° T2001-074-081(A)

AS 350 EUROCOPTER Helicopters - Tail rotor hub pitch-change plate bearing (ATA 65)

1. EFFECTIVITY

AS 350 helicopters AS 350 B, BA, BB, B1, B2, B3 and D fitted with tail rotor hub pitch-change plate SNR bearing part number 6010F234M16 (704A33-651-190).

2. REASON

This telegraphic airworthiness directive (TAD) is issued subsequent to some cases of cracks on some AS 350 B3 tail rotor hub pitch-change bearings, which can lead to a mal-functioning of the plate and lead to a loss of control of the helicopter.

3. MANDATORY ACTIONS AND COMPLIANCE TIME

Following the effective date of this TAD, the actions hereafter are rendered mandatory:

3.1 bearing already fitted on AS 350 B3

3.1.1 functioning hours of the bearing less than 270 hours on the effective date of this TAD: remove the bearing at the latest when it reaches 300 hours.

3.1.2 functioning hours of the bearing between 270 hours included and 600 hours on the effective date of this TAD: remove the bearing within 30 flying hours.

3.1.3 functioning hours of the bearing between 600 hours included and 900 hours on the effective date of this TAD: remove the bearing within 20 flying hours.

3.1.4 functioning hours of the bearing equal to or above 900 hours on the effective date of this TAD: remove the bearing within 10 flying hours.

3.2 bearing already fitted on AS 350 B, BA, BB, B1, B2 et D

3.2.1 functioning hours of the bearing less than 1150 hours on the effective date of this TAD: remove the bearing at the latest when it reaches 1200 hours.

3.2.2 functioning hours of the bearing between 1150 hours included and 1550 hours on the effective date of this TAD: remove the bearing within 50 flying hours.

3.2.3 functioning hours of the bearing equal to or above 1550 hours on the effective date of this TAD: remove the bearing within 10 flying hours.

3.3 The bearing has the following life limit: 300 hours (if mounted on AS 350 B3 helicopter) and 1200 hours (if mounted on AS 350 B, BA, BB, B1, B2 and D helicopters).

3.4 In case of transfer of the bearing from one AS 350 version to another, apply transfer rules defined in chapter 05.99 page P8 of the master servicing manual.

REFERENCE : Eurocopter Telex Alert AS 350 n° 01.00.48.

EFFECTIVE DATE : ON RECEIPT

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MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-68

LUFTDYKTIGHETSPÅBUD (LDP)

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2001-017 "TAIL ROTOR HUB PITCH-CHANGE PLATE BEARING"

Påbudet gjelder:

Eurocopter modell AS 355, alle modeller som er beskrevet i vedlagte kopi av DGAC AD T2001-073-061(A).

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD T2001-073-061(A).

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD T2001-073-061(A). med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD T2001-073-061(A)

Gyldighetsdato:

2001-03-13.

N° T2001-073-061(A)
AS 355_EUROCOPTER Helicopters - Tail rotor hub pitch-change plate bearing (ATA 65)

1. EFFECTIVITY

AS 350 helicopters AS 355 E, F, F1, F2 and N fitted with tail rotor hub pitch-change plate SNR bearing part number 6010F234M16 (704A33-651-190).

2. REASON

This telegraphic airworthiness directive (TAD) is issued subsequent to some cases of cracks on some AS 350 B3 tail rotor hub pitch-change bearings, which can lead to a mal-functioning of the plate and lead to a loss of control of the helicopter.

3. ACTIONS TO BE UNDERTAKEN AND COMPLIANCE DUE DATE

Following the effective date of this TAD, the actions hereafter are rendered mandatory:

3.1 bearing already fitted on AS 355 N

3.1.1 functioning hours of the bearing less than 270 hours on the effective date of this TAD: remove the bearing at the latest when it reaches 300 hours.

3.1.2 functioning hours of the bearing between 270 hours included and 600 hours on the effective date of this TAD: remove the bearing within 30 flying hours.

3.1.3 functioning hours of the bearing between 600 hours included and 900 hours on the effective date of this TAD: remove the bearing within 20 flying hours.

3.1.4 functioning hours of the bearing equal to or above 900 hours on the effective date of this TAD: remove the bearing within 10 flying hours.

3.2 bearing already fitted on AS 355 E, F, F1 and F2

3.2.1 functioning hours of the bearing less than 1150 hours on the effective date of this TAD: remove the bearing at the latest when it reaches 1200 hours.

3.2.2 functioning hours of the bearing between 1150 hours included and 1550 hours on the effective date of this TAD: remove the bearing within 50 flying hours.

3.2.3 functioning hours of the bearing equal to or above 1550 hours on the effective date of this TAD: remove the bearing within 10 flying hours.

3.3 The bearing has the following life limit: 300 hours (if mounted on AS 355 N helicopter) and 1200 hours (if mounted on AS 355 E, F, F1, F2 helicopters).

3.4 In case of transfer of the bearing from one AS 355 version to another, apply transfer rules defined in chapter 05.99 page P8 of the master servicing manual.

REFERENCE : Eurocopter Telex Alert AS 355 n° 01.00.46.

EFFECTIVE DATE : ON RECEIPT

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-69

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2001-018 PUTER I BAKRE SETER

Påbudet gjelder:

Eurocopter modell AS 355, alle modeller som er beskrevet i vedlagte kopi av DGAC AD 2001-087-062(A).

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 2001-087-062(A).

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD 2001-087-062(A) med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD 2001-087-062(A).

Gyldighetsdato:

2001-04-01.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2001-087-062(A)
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

AS 355 helicopters

Rear bench cushions (ATA 25)

1. EFFECTIVITY

This Airworthiness Directive applies to AS 355 helicopters, versions E, F, F1, F2 and N equipped with all rear bench models.

Caution : This Airworthiness Directive is intended for maintenance personnel and crews.

2. REASON

This Airworthiness Directive is issued subsequent to two reports of in-flight loss of the rear bench cushion in doors-removed configurations. The cushions thus lost might come into contact with the main rotor or the tail rotor might result in loss of helicopter control.

3. MANDATORY ACTIONS AND COMPLIANCE TIME

The following actions are rendered mandatory from the effective date of this Airworthiness Directive:

- Remove the cushions from the rear benches before you perform a flight with the door(s) removed and/or the sliding door(s) in the open position.

EFFECTIVE DATE :

On receipt from MARCH 21, 2001

March 21, 2001

EUROCOPTER
AS 355 helicopters

2001-087-062(A)

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-70

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets
bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2001-019 PUTER I BAKRE SETER

Påbudet gjelder:

Eurocopter modell AS 350, alle modeller som er beskrevet i vedlagte kopi av DGAC AD 2001-088-082(A).

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 2001-088-082(A).

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD 2001-088-082(A).
med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD 2001-088-082(A).

Gyldighetsdato:

2001-04-01.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2001-088-082(A)
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

AS 350 helicopters

Rear bench cushions (ATA 25)

1. EFFECTIVITY

This Airworthiness Directive applies to AS 350 helicopters, versions B, BA, BB, B1, B2, B3 and D equipped with all rear bench models.

Caution : This Airworthiness Directive is intended for maintenance personnel and crews.

2. REASON

This Airworthiness Directive is issued subsequent to two reports of in-flight loss of the rear bench cushion in doors-removed configurations. The cushions thus lost might come into contact with the main rotor or the tail rotor might result in loss of helicopter control.

3. MANDATORY ACTIONS AND COMPLIANCE TIME

The following actions are rendered mandatory from the effective date of this Airworthiness Directive:

- Remove the cushions from the rear benches before you perform a flight with the door(s) removed and/or the sliding door(s) in the open position.

EFFECTIVE DATE :

On receipt from MARCH 21, 2001

Luftfartstilsynet
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MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-71

LUFTDYKTIGHETSPÅBUD (LDP)

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2001-021 A "MAIN ROTOR DRIVE – TORQUE STRUTS"

Påbudet gjelder:

Alle Eurocopter (modell) EC 135, som er beskrevet i vedlagte kopi av LBA AD 2001-107/2.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av LBA AD 2001-107/2.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av LBA AD 2001-107/2 med virkning fra denne LDP's gyldighetsdato.

Referanse:

LBA AD 2001-107/2.

Gyldighetsdato:

2001-08-28.



**Airworthiness
Directive
2001-107/2**

Luffahrt-Bundesamt
Airworthiness Directive Section
Hermann-Blenk-Str. 26
38108 Braunschweig
Federal Republic of Germany

Eurocopter Deutschland

Effective Date: September 19, 2002

Affected:

Kind of aeronautical product: Helicopter
Manufacturer: Eurocopter Deutschland, Ottobrunn, Germany
Type: EC 135
Models affected: all
Serial numbers affected: all
German Type Certificate No.: 3061

Subject:

Main Rotor Drive - Torque Struts - Visual inspection for cracks

Reason:

During a helicopter flight, an isolated thump-like sound was heard and was followed later by unusual vibrations. It was found that the attachment between the tensile stress-loaded torque strut located on the RC side of the main transmission and the fuselage structure had ruptured. For such cases, the emergency stop, fitted to the fuselage structure to provide redundancy back-up, takes over or will have already taken over the function of the torque strut. Under such conditions however, there is a danger, that the emergency stop could become worn and ineffective if it is kept in operation for a long period without the torque strut.

Action:

Carry out necessary crack inspection, marking, transfer of location side and exchange of the torque struts in accordance with the instructions of the Alert Service Bulletin.
Do not use torque struts P/N L633M1001 103 and P/N L633M1001 105 longer than December 31, 2004.
After 01.01.2005, only torque struts P/N L633M1001 104 must be installed.

Compliance:

Perform the actions, following the effective Date of AD-No. 2001-107 dated March 13, 2001, in accordance with the specification of the Alert Service Bulletin.
Before the next flight: inform the pilots about the contents of this AD and the Alert Service Bulletin.

Technical publication of the manufacturer:

Eurocopter Deutschland Alert Service Bulletin No. ECD 135-63A-002 Revision 2 dated June 06, 2002 which becomes herewith part of this AD and must be obtained from Messrs.:

Eurocopter Deutschland
P.O. Box
81663 München
Federal Republic of Germany

Phone: + 49 (0) 89 6000-9137 Fax: + 49 (0) 89 6000 6060

Note:

This AD supersedes the AD-No. 2001-107 dated March 13, 2001.

Holders of affected aircraft registered in Germany have to observe the following:

Action has to be accomplished by the owner of the aircraft or an approved service station and to be checked and entered in the log book by a licensed inspector.

As a result of the a.m. deficiencies, the airworthiness of the aircraft is affected to such an extent that after the expiry of the a.m. dates the aircraft may be operated only after proper accomplishment of the prescribed actions.

Enquiries regarding this Airworthiness Directive should be referred to Mr. Olaf Schneider, Airworthiness Directive Section at the above address, fax-no. 0049 531/2355-720. Please note, that in case of any difficulty, reference should be made to the German issue!

In the interest of aviation safety outweighing the interest of the receiver in a postponement of the prescribed actions, the immediate compliance with this AD is to be directed.

An appeal to this notice may be raised within a period of one month following notification. Appeals are to be raised with the Luftfahrt-Bundesamt, Hermann-Blenk-Str. 26, 38108 Braunschweig, in writing or for the purpose of drawing up minutes.

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MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-72

LUFTDYKTIGHETSPÅBUD (LDP)

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2001-034A "MAIN GEAR BOX – BEVEL GEAR"

Påbudet gjelder:

Alle Eurocopter modell SA 315B, som er beskrevet i vedlagte kopi av DGAC AD 2001-149-044(A)R1.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 2001-149-044(A)R1.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD 2001-149-044(A)R1 med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD 2001-149-044(A)R1.

Gyldighetsdato:

2001-09-03.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2001-149-044(A) R1
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

SA 315 helicopters

Main Gear Box - Bevel Gear (ATA 01, 63)

1. EFFECTIVITY:

SA 315 B helicopters equipped with main gear box (MGB) P/N 319A62-00-000.4 with the following serial numbers:

S/N M1242, M2194, M2516, NT3488, NT3563, 3.2888, 3.3091, 3-11336.

2. REASONS:

This Airworthiness Directive is prompted following the discovery of a crack in the bevel gear of a main gear box installed on an Alouette helicopter, which may cause deterioration of the main gear box and subsequent loss of the main rotor drive requiring an auto-rotation landing.

Revision 1 of this Airworthiness Directive covers the conversion of Alert Telex No. 01.32 into Alert Service Bulletin (ASB) No. 01.32 with no change to the technical content.

3. MANDATORY ACTIONS AND COMPLIANCE TIME:

Within 50 flight hours at the latest following the effective date of the original issue of this Airworthiness Directive and at the latest by December 31, 2001, remove the MGB and check both bevel gear faces for cracks in accordance with the instructions described in paragraph 2 of referenced EUROCOPTER Lama Alert Service Bulletin No. 01.32.

Reminder: In accordance with the Maintenance Manual:

1. Check the magnetic plug after the last flight of the day, without exceeding 10 flight hours between two inspections.
2. Check the main gear box oil filter at intervals not exceeding 25 flight hours.

.../...

REF.: EUROCOPTER Lama Alert Service Bulletin No. 01.32.

This Revision 1 replaces AD 2001-149-044(A) dated May 16, 2001.

EFFECTIVE DATES :

Original AD : Upon receipt of TAD 2001-149-xxx(A)
dated APRIL 20, 2001

Revision 1 : AUGUST 18, 2001

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-73

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets
bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2001-046 MOTORINDIKATOR – ASU PCB (ASU No 2 board)

Påbudet gjelder:

Alle Eurocopter modell AS 350 B3, som er beskrevet i vedlagte kopi av DGAC AD 2001-319-083(A).

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 2001-319-083 (A).

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD 2001-319-083 (A) med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD 2001-319-083(A).

Gyldighetsdato:

2001-09-03.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2001-319-083(A)
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

AS 350 helicopters

Engine indicating - ASU PCB (ATA 77)

1. EFFECTIVITY:

AS 350 B3 helicopters equipped with printed circuit boards P/Nos. SE 03022 (704A47720110) (ASU No. 2 board) delivered before May 1st, 1999 and AS 350 B3 helicopters delivered new before May 1st, 1999.

2. REASON:

This Airworthiness Directive (AD) is issued subsequent to the absence of a resistor R8 on the ASU No. 2 boards which can lead to a malfunction of the electric circuits supplying the "BATT. TEMP." red warning light, the "ENGINE CHIP" amber caution light and the rotor rpm signal output to the VEMD.

3. MANDATORY ACTIONS AND COMPLIANCE TIME:

The following actions are rendered mandatory from the effective date of this Airworthiness Directive:

- 3.1. Within 25 flight hours at the latest, ensure that the resistor R8 is installed on the ASU board No. 2, in compliance with the instructions described in paragraph 2.B of referenced EUROCOPTER AS 350 Service Bulletin No. 77.00.07.
- 3.2. If the resistor R8 is not installed, replace the board with a board fitted with a resistor R8, at the latest within 50 flight hours.
- 3.3. Prior to installing the boards specified in paragraph 1 and held as spares, ensure that resistor R8 is installed.

REF.: EUROCOPTER AS 350 Service Bulletin No. 77.00.07.

EFFECTIVE DATE : AUGUST 04, 2001

July 25, 2001

EUROCOPTER
AS 350 helicopters

2001-319-083(A)

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2000-302(A)
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

Various helicopter types

Ferry fuel tanks (ATA 28)

1. APPLICABILITY:

Helicopters of following models:

- SA 360 C,
- SA 365 C, C1, C2 and C3,
- SA 330 F, G and J,
- AS 332 C, C1, L, L1 and L2,
- AS 365 N, N1, N2 and N3,
- AS 350 B, BA, B1, B2, B3, BB and D,
- AS 355 E, F, F1, F2 and N,

equipped with metal ferry fuel tanks, part number 330A 871310 .00, .01, .02, .03 and .04,

- SA 316 B and C, SA 3160 and SA 319 B,

equipped with metal ferry fuel tanks, part number 3160S 7375020 and 3160S 7375020-1.

2. REASON:

This Airworthiness Directive is prompted by the discovery on several ferry tanks of an electrostatic ground connector that was not electrically bonded to its support. During refuelling of a tank, the absence of this electrical bonding could in particular conditions generate an electric arc between the refuelling nozzle of the tanker and the fuel tank and could cause the fuel tank to explode.

3. MANDATORY ACTIONS AND COMPLIANCE TIME:

The following actions are rendered mandatory on the effective date of this Airworthiness Directive:

- 3.1. Before the next refuelling of the ferry fuel tanks listed in paragraph 1 above, which are already installed on aircraft, carry out the electrical bonding by complying once with the instructions given in paragraph C.C of the referenced Service Telexes.

.../...

July 12, 2000

EUROCOPTER
Various helicopter types

2000-302(A)

- 3.2. Before installing spare ferry tanks listed in paragraph 1 above on aircraft, carry out the electrical bonding by complying once with the instructions given in paragraph C.C.2 of the referenced Service Telexes.

REF.: EUROCOPTER Service Telexes: SA 360 C/365C No. 28.07
SA 330 No. 28.09
SA 316/319 No. 28.26
AS 332 No. 28.00.44
AS 365 N No. 28.00.28
AS 350 No. 28.00.14
AS 355 No. 28.00.10.

EFFECTIVE DATE:

Upon receipt from JULY 12, 2000

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MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-74

LUFTDYKTIGHETSPÅBUD (LDP)

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2001-047 "SIREN LOAD RELEASE UNITS"

Påbudet gjelder:

Alle Eurocopter modeller som er beskrevet i vedlagte kopi av DGAC AD 2001-318(A).

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 2001-318(A).

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD 2001-318(A) med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD 2001-318(A).

Gyldighetsdato:

2001-09-03.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2001-318(A)
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

Various helicopter types

SIREN Load Release Units (ATA 01, 25)

1. EFFECTIVITY:

The following helicopter types:

- SA 330 F, G and J,
- AS 332 C, C1, L, L1 and L2,
- AS 350 B, BA, B1, B2, B3, BB and D,
- AS 355 E, F, F1, F2 and N,
- AS 365 N, N1, N2 and N3,
- EC 120 B,
- EC 155 B,

equipped with SIREN load release units.

2. REASON:

This Airworthiness Directive is issued following the discovery of an anomaly on the locking catch which might lead to jamming of the ring on the cargo hook of the load release unit and to jeopardize the release of an underslung load.

3. MANDATORY ACTIONS AND COMPLIANCE TIME:

The following actions are rendered mandatory from the effective date of this Airworthiness Directive:

- 3.1. Before the next flight with use of SIREN AS21-5 (1 to 7) load release units having a serial number below 415, check clearance "J" in compliance with the instructions described in paragraph 2.A of the referenced EUROCOPTER Alert Telexes.

If clearance "J" is equal to or more than 14 mm, it is forbidden to fly with the load release unit.
If clearance "J" is less than 14 mm, no action connected with the existing clearance is required.

- 3.2. Before each flight with use of any type of SIREN load release units [including types AS21-5 (1 to 7)], check the dimension of the rings in compliance with the instructions described in paragraph 2.B of the referenced Alert Telexes.

.../...

July 25, 2001

EUROCOPTER
Various helicopter types

2001-318(A)

REF.: EUROCOPTER Alert Telexes:
SA 330: No. 01.00.60
AS 332: No. 01.00.66
AS 350: No. 01.00.49
AS 355: No. 01.00.47
AS 365 N: No. 01.00.53
EC 120: No. 04A004
EC 155: No. 04A001

EFFECTIVE DATE :

On receipt from JULY 25, 2001

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-75

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2001-049 "ROTOR FLIGHT CONTROLS"

Påbudet gjelder:

Alle Eurocopter ec 120 som er beskrevet i vedlagte kopi av DGAC AD 2001-373-008(A).

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 2001-373-008 (A).

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD 2001-373-008 (A) med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD 2001-373-008 (A).

Gyldighetsdato:

2001-09-03.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2001-373-008(A)
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

EC 120 helicopters

Rotor flight controls (ATA 67)

1. EFFECTIVITY:

This Airworthiness Directive applies to EC 120 B helicopters S/N 1001 to 1029 inclusive.

2. REASON:

This Airworthiness Directive (AD) is issued subsequent to the detection of non-existence of double locking of the attachment pins of the cyclic pitch stick yokes on the torque tube.

3. MANDATORY ACTIONS AND COMPLIANCE TIME:

- 3.1 At the latest within 50 flight hours from the effective date of this AD, check the attachment of the bolted assembly of the torque tube in compliance with the instructions given in paragraph 2.B.1 of referenced EC120 Alert Service Bulletin (ASB) No. 67A003.
- 3.2 If aircraft is equipped with a torque tube with double locking, no further action is required and the aircraft can resume flights.
- 3.3 If aircraft is equipped with a torque tube with single locking:
 - 3.3.1 At the latest within 50 flight hours following the check, then at intervals not exceeding 50 flight hours, check the tightness of the bolted assembly of the torque tube in compliance with the instructions described in paragraph 2.B.2 of the referenced ASB.
 - 3.3.2 At the latest at the next 500-hour or 24 months inspection, modify the torque tube attachments in compliance with the instructions described in paragraph 2.B.3 of the referenced ASB.

REF: EUROCOPTER EC 120 Alert Service Bulletin No. 67A003.

EFFECTIVE DATE : SEPTEMBER 01, 2001

August 22, 2001

EUROCOPTER
EC 120 helicopters

2001-373-008(A)

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-76

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luffartstilsynet følgende forskrift om luftdyktighet.

2001-052 MOTOR TIL HOVEDGEARBOKS – “COUPLING TUBE”

Påbudet gjelder:

Alle Eurocopter ec 120 som er beskrevet i vedlagte kopi av DGAC AD 2000-058-003(A)R1.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 2000-058-003(A)R1.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD 2000-058-003(A)R1 med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD 2000-058-003(A)R1.

Gyldighetsdato:

2001-10-05.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2000-058-003(A) R1
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

EC 120 helicopters

Engine-to-Main Gearbox (MGB) - Coupling Tube (ATA 04, 63)

1. EFFECTIVITY:

This Airworthiness Directive applies to EC 120 B helicopters equipped with coupling tube P/No. C631A1002101 and the following engine support fitting components:

- Teflon spacer C714A 1010 208,
- Black-colored spring washers, 10.2 x 28 TYPE-C,
- Blue-colored hinge yoke C714A 1010 212,
- Special washer C714A 1010 213.

2. REASONS:

This Airworthiness Directive is issued subsequent to several reported occurrences of cracks on the coupling tube which may lead to engine-to-main gearbox (MGB) coupling failure and therefore to an autorotation.

Revision 1 of this Airworthiness Directive covers the conversion of EC 120 Service Bulletin No. 01.002 into EC 120 Alert Service Bulletin (ASB) No. 04A002 with no change to the technical content.

Note : Due to the existence of this Revision 1, AD No. 1999-349-002(A) is cancelled by its Revision 3.

3. MANDATORY ACTIONS AND COMPLIANCE:

The following measures are rendered mandatory from the effective date of the original edition of this Airworthiness Directive:

Coupling tube assembly and the engine support fitting components listed in paragraph 1 above are declared non-airworthy from March 31, 2000 onwards.

| REF.: EUROCOPTER EC 120 Alert Service Bulletin No. 04A002.

| This Revision 1 replaces the original AD 2000-058-003(A) dated February 09, 2000.

| **EFFECTIVE DATES :**

| **Original AD : FEBRUARY 19, 2000**
| **Revision 1 : SEPTEMBER 15, 2001**

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-77

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets
bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2001-053A "YAW CONTROL"

Påbudet gjelder:

Alle Eurocopter EC 120 som er beskrevet i vedlagte kopi av DGAC AD 2001-386-007(A)R1.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 2001-386-007(A)R1.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD 2001-386-007(A)R1 med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD 2001-386-007(A)R1.

Gyldighetsdato:

2002-03-12.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2001-386-007(A) R1
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

EC 120 helicopters

Yaw Control - Protections (ATA 67)

1. EFFECTIVITY:

EC 120 B helicopters having a serial number below No. 1279.

2. REASONS:

This Airworthiness Directive (AD) is issued following a report of yaw control jamming caused by an object that had slid between the canopy and the cabin floor.

Revision 1 of this AD covers EUROCOPTER EC 120 Alert Telex No. 67A007 that postpones the deadline for the installation of front and lateral protections on the cabin floor further to difficulties in the delivery of the protection components.

3. MANDATORY ACTIONS AND COMPLIANCE TIME:

The front and lateral protections which were to be installed no later than December 31, 2001 as required by the AD original issue in compliance with the instructions described in paragraph 2.B of referenced EC 120 Alert Service Bulletin (ASB) No. 67A005 are now to be installed in the same conditions in compliance with this Revision 1, on receipt of the components and at the latest on February 28, 2002.

REF.: EUROCOPTER EC 120 Alert Service Bulletin (ASB) No. 67A005
and EUROCOPTER EC120 Alert Telex No. 67A007.

This Revision 1 replaces AD 2001-386-007(A) dated September 05, 2001.

EFFECTIVE DATES :

Original AD : SEPTEMBER 15, 2001
Revision 1 : On receipt from FEBRUARY 06, 2002

February 06, 2002

EUROCOPTER
EC 120 helicopters

2001-386-007(A) R1

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MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-78

LUFTDYKTIGHETSPÅBUD (LDP)

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2001-054 HALEGEARBOKS

Påbudet gjelder:

Alle Eurocopter EC 120 som er beskrevet i vedlagte kopi av DGAC AD 1999-151-001(A)R1.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 1999-151-001(A)R1.

Tid for utførelse:

Dersom ikke allerede utført; innen 50 flytimer etter denne LDPs gyldighetsdato.

Referanse:

DGAC AD 1999-151-001(A)R1.

Gyldighetsdato:

2001-10-05.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 1999-151-001(A) R1
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

EC 120 helicopters

Tail Gearbox (ATA 04, 65)

1. EFFECTIVITY:

EC 120 B helicopters equipped with tail gearbox P/No.:

C652A0101051 or C652A0101052 with the following serial numbers:

- M101 - M102 - M103 - M 104 - M105 - M106 - M107 - M108 - M109 - M110 - M111 - M112 - M113
- M114 - M115 - M116 - M117 - M118 - M119 - M120 - M121 - M122 - M123 - M124 - M126.

2. REASONS:

This Airworthiness Directive is issued following a case of significant binding of the tail rotor pitch change control rod which may lead to loss of control of the aircraft.

Revision 1 of this Airworthiness Directive covers the conversion of EC 120 Service Bulletin No. 01.001 into EC 120 Alert Service Bulletin (ASB) No. 04A001 with no change to the technical content.

3. MANDATORY ACTIONS AND COMPLIANCE:

3.1. The following measures (unless already taken) are rendered mandatory within 50 flying hours from the effective date of the original issue of this Airworthiness Directive and at the latest by August 31, 1999:

- Remove the tail rotor hub and the tail gearbox and measure the operating load of the pitch change control rod in compliance with the instructions described in paragraph 2B(1) of referenced EUROCOPTER EC 120 B Alert Service Bulletin (ASB) No. 04A001.

3.2. Analysis of the Results

a) If the load measured is equal to or below 1.2 daN: no further action is required. Reinstall the tail gearbox as per work card 65.21.00, 4-2 and the tail rotor hub as per work card 64.21.00, 4-2.

.../...

- b) If the load measured is greater than 1.2 daN: before resuming flights, replace the tail gearbox with a tail gearbox that is not affected by this Airworthiness Directive or that meets the measurement requirements described above.

REF.: EUROCOPTER EC 120 Alert Service Bulletin No. 04A001.

This Revision 1 replaces the original AD 1999-151-001(A) dated April 07, 1999.

EFFECTIVE DATES :

Original AD : On receipt from APRIL 07, 1999
Revision 1 : SEPTEMBER 15, 2001

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-79

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2001-064 HOVEDGEARBOKS

Påbudet gjelder:

Alle Eurocopter SA 315 som er beskrevet i vedlagte kopi av DGAC AD 2001-368-045(A).

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 2001-368-045(A).

Tid for utførelse:

Dersom ikke allerede utført; innen 10 flytimer etter denne LDPs gyldighetsdato.

Referanse:

DGAC AD 2001-368-045(A).

Gyldighetsdato:

2001-11-08.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2001-368-045(A)
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

SA 315 helicopters

Main gearbox - Pinion splines (ATA 05, 40)

1. EFFECTIVITY:

SA 315 B helicopters equipped with MGBs, P/Nos.: 319A62-00-000-1 to -4 having the following serial numbers:

- 10007 / 3-10204 / 3-10206 / 3-10272 / 3-10335 / 3-10377 / 3-10382 / 3-10424 / 3-10434 / 3-10437 / 3-10441 / 3-10490 / 3-10574 / 3-10603 / 3-10640 / 3-10663 / 3-10676 / 3-10709 / 3-10710 / 3-10712 / 3-10731 / 3-10751 / 3-10753 / 3-10766 / 3-10804 / 3-10814 / 3-10853 / 3-10902 / 3-10927 / 3-10943 / 3-10950 / 3-10951 / 3-10988 / 3-10989 / 3-110 / 3-11008 / 3-11026 / 3-11104 / 3-11124 / 3-11190 / 3-11210 / 3-11232 / 3-11238 / 3-11301 / 3-11376 / 3-11427 / 3-11511 / 3-11537 / 3-11565 / 3-11571 / 3-11583 / 3-11607 / 3-11608 / 3-11662 / 3-11691 / 3-11694 / 3-11698 / 3-11735 / 3-11775 / 3-2115 / 3-2174 / 3-2217 / 3-2218 / 3-2263 / 3-2267 / 3-2279 / 3-2286 / 3-2300 / 3-2303 / 3-2305 / 3-2307 / 3-2322 / 3-2334 / 3-2345 / 3-2346 / 3-2347 / 3-2348 / 3-2352 / 3-2353 / 3-2354 / 3-2355 / 3-2372 / 3-2373 / 3-2374 / 3-2391 / 3-2399 / 3-2400 / 3-2410 / 3-2411 / 3-2413 / 3-2414 / 3-2415 / 3-2424 / 3-2442 / 3-2445 / 3-2470 / 3-2472 / 3-2481 / 3-2484 / 3-2495 / 3-2500 / 3-2503 / 3-2515 / 3-2545 / 3-2549 / 3-2555 / 3-2573 / 3-2574 / 3-2582 / 3-2584 / 3-2589 / 3-2591 / 3-2594 / 3-2596 / 3-2597 / 3-2616 / 3-2688 / 3-2736 / 3-2741 / 3-2751 / 3-2764 / 3-2769 / 3-2782 / 3-2783 / 3-2818 / 3-2820 / 3-2850 / 3-2852 / 3-2871 / 3-2891 / 3-2896 / 3-2917 / 3-2927 / 3-2934 / 3-2943 / 3-2954 / 3-2955 / 3-2960 / 3-3001 / 3-3090 / 3-3094 / 3-3110 / 3-3131 / 3-3137 / 3-3144 / 3-3166 / 3-3179 / 3-3195 / 3-3217 / 3-3218 / 3-3221 / 3-3232 / 3-3251 / 3-3265 / 3-3279 / 3-3283 / 3-3286 / 3-3299 / 3-3317 / 3-3318 / 3-3319 / 3-3329 / 3-3355 / 3-3358 / 3-3372 / 3-3375 / 3-3633 / 3-431 / 3-536.
- M-2013 / M-2061 / M-2072 / M-2079 / M-2139 / M-2144 / M-2145.
- NT-3378 / NT-3380 / NT-3404 / NT-3423 / NT-3429 / NT-3443 / NT-3447 / NT-3449 / NT-3467 / NT-3474 / NT-3490 / NT-3502 / NT-3509 / NT-3539 / NT-3552 / NT-3560 / NT-3586 / NT-3590 / NT-3620 / NT-3653 / NT-3671 / NT-3676 / NT-3722 / NT-3724 / NT-3729.

Note 1: All the MGBs referenced and listed above have undergone overhaul or repair at the company PILATUS (Overhaul and Repair Shop in Switzerland).

Note 2: The MGBs referenced and listed above that have been overhauled in another agreed workshop following the work carried out by the company PILATUS, (refer to the equipment log card (FME)), are only affected by compliance with paragraph 2.C. "Identification" in the referenced EUROCOPTER Alert Service Bulletin (ASB).

.../...

Note 3: The MGBs referenced and listed above that have undergone overhaul at the company PILATUS after June 30, 2001, are only affected by compliance with paragraph 2.C. "Identification" in the referenced EUROCOPTER Alert Service Bulletin (ASB).

Note 4: The MGBs having a part number that ends with the letter -V are not affected by this Airworthiness Directive, even if their serial number is listed above.

2. REASONS:

This Airworthiness Directive is issued following an accident involving a SA 315 B helicopter. The accident has been caused due to the loss of the tail rotor power transmission.

The initial cause is the use of an unauthorized product (Loctite sealant) in the drive pinion splined assembly at the time of a revision or repair carried out by the company PILATUS.

3. MANDATORY ACTIONS AND COMPLIANCE TIME:

3.1. At the latest within 10 flight hours from the effective date of this Airworthiness Directive, check the magnetic drain plug and the MGB oil filter for particles and reddish deposit and check the angular displacement on the MGB output flange and drain the MGB in compliance with the instructions described in paragraph 2.B.1 in the referenced EUROCOPTER Alert Service Bulletin (ASB),

then:

At the latest within the following 50 flight hours, carry out a second check in compliance with the instructions described in paragraph 2.B.2 in the referenced Alert Service Bulletin (ASB).

3.2. Until the next overhaul of the MGB or repair of the zone concerned in the MGB:

3.2.1. At intervals not exceeding 10 flight hours, check the magnetic drain plug and the MGB oil filter for particles and reddish deposit in compliance with the instructions described in paragraph 2.B.1(a) in the referenced Alert Service Bulletin (ASB).

3.2.2. Each time the MGB is drained, comply with the instructions described in paragraph 2.B.1 in the referenced Alert Service Bulletin (ASB),

then:

Within the following 50 flight hours, comply with the instructions described in paragraph 2.B.2 in the referenced Alert Service Bulletin (ASB).

3.3. Before installing a replacement MGB having a serial number listed in paragraph 1 of this AD on aircraft, comply with the instructions described in paragraphs 3.1. and 3.2. above.

REF.: EUROCOPTER Alert Service Bulletin (ASB) SA 315 No. 05.40.

This AD has been the subject of a telegraphic diffusion on August 10, 2001.

EFFECTIVE DATE :

Upon receipt of a telegraphic AD issued on AUGUST 10, 2001

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-80

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2001-069 ENGINE CONTROLS – SWITCHING UNIT P/N 200192

Påbudet gjelder:

Alle Eurocopter AS 350 som er beskrevet i vedlagte kopi av DGAC AD 2001-548-084(A).

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 2001-548-084 (A).

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av DGAC AD 2001-548-084 (A), med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD 2001-548-084 (A).

Gyldighetsdato:

2001-12-07.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2001-548-084(A)
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

AS 350 helicopters

Engine Controls - Switching Unit (ATA 76)

1. EFFECTIVITY:

This Airworthiness Directive applies to AS 350 B3 helicopters delivered new before October 15, 2001 and equipped with switching unit P/N 200192.

2. REASON:

This Airworthiness Directive is issued following the discovery of water that had penetrated and frozen inside the switching unit. This might lead to jamming of the twist grip and the manual engine governing.

3. MANDATORY ACTIONS AND COMPLIANCE TIME:

The following actions are rendered mandatory from the effective date of this Airworthiness Directive :

3.1. Before the next flight in subzero temperatures (°C) and at the latest within the next 100 flight hours, check the tightness of the port and the switching unit in compliance with the instructions described in paragraph 2.B of referenced EUROCOPTER AS 350 Alert Service Bulletin (ASB) No. 76.00.16.

3.1.1. If water is discovered, comply with the instructions described in paragraphs 2.B.2 a) and 2.B.3 (sealing procedure) of the referenced ASB.

3.1.2. If no water and no corrosion are discovered, apply the sealing procedure described in paragraph 2.B.3 of the referenced ASB.

3.2. Before installing switching units P/No. 200192 held as spares, apply the sealing procedure described in paragraph 2.B.3 of the referenced ASB.

REF.: EUROCOPTER AS 350 Alert Service Bulletin No. 76.00.16.

EFFECTIVE DATE :

On receipt from NOVEMBER 14, 2001

n/DJ

November 14, 2001

EUROCOPTER
AS 350 helicopters

2001-548-084(A)

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MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-81

LUFTDYKTIGHETSPÅBUD (LDP)

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2001-070B KONTROLL AV STARFLEX STAR ARMENES ENDER

Påbudet gjelder:

Alle Eurocopter AS 350 modeller som er beskrevet i vedlagte kopi av DGAC AD 2001-557-086(A)R3.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 2001-557-086(A)R3.

Tid for utførelse:

Til de tider og intervaller som er beskrevet i vedlagte kopi av DGAC AD 2001-557-086(A)R3.

Pkt. 3.2 i AD 2001-557-086(A)R3 skal utføres som følger:

AS 350 B3: Ikke senere enn 2002-03-19.

AS 350 B, BA, B1, B2, BB og D: Ikke senere enn 2002-05-31.

Referanse:

DGAC AD 2001-557-086(A)R3.

Gyldighetsdato:

2002-06-25.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2001-557-086(A) R3
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

AS 350 helicopters

Main rotor - STARFLEX star (ATA 05, 62)

1. EFFECTIVITY:

AS 350 version B, BA, B1, B2, B3, BB and D helicopters equipped with STARFLEX stars P/N 350A31.1916.00, mounted on Main Rotor Hubs (MRH) prior to the embodiment of MOD 076221.

2. REASONS:

This Airworthiness Directive (AD) is issued following several occurrences of rapid bonding failure of the metal bush that is installed on the STARFLEX star arm ends. In some cases, these incidents caused the pilots to land quickly due to strong vibrations in the cabin.

Revision 1 adds the Note in paragraph 3.1.

Revision 2 renders the embodiment of MOD 076221, which is the subject of referenced EUROCOPTER AS 350 Alert Service Bulletin (ASB) No. 62.00.24, mandatory.

Revision 3 excludes the MRHs post MOD 076221 from the scope of application of the AD.

3. MANDATORY ACTIONS AND COMPLIANCE TIME:

3.1. Before the next flight after the effective date of the original issue of this AD, then after each flight after which the rotors are stopped, on MRHs not embodying MOD 076221, check the adhesive bead of the metal bushes bonded at the end of the three arms of STARFLEX stars, in compliance with the instructions described in paragraph 2 of referenced AS 350 Alert Telex No. 05.00.38 R2.

Note: The check can be carried out by a pilot having received the appropriate training.

.../...

May 15, 2002

EUROCOPTER
AS 350 helicopters

2001-557-086(A) R3

- 3.2. No later than February 28, 2002 for AS 350 B3 and no later than May 31, 2002 for AS 350 B, BA, B1, B2, BB and D helicopter versions, install a stop stud at the bottom of each frequency adapter per MOD 076221, in compliance with the instructions described in paragraph 2 of referenced AS 350 ASB No. 62.00.24.
- 3.3. From the effective date of Revision 2 of this AD, before installation on aircraft, on main rotor heads held as spares, install a stop stud at the bottom of each frequency adapter per MOD 076221, in compliance with the instructions described in paragraph 2 of referenced AS 350 ASB No. 62.00.24.

REF.: EUROCOPTER AS 350 Alert Telex No. 05.00.38 R2
EUROCOPTER AS 350 Alert Service Bulletin No. 62.00.24.

This Revision 3 replaces AD 2001-557-086(A) R2 dated February 06, 2002.

EFFECTIVE DATES :

Original AD : On receipt of the telegraphic AD issued on NOVEMBER 12, 2001
Revision 1 : On receipt from NOVEMBER 28, 2001
Revision 2 : On receipt from FEBRUARY 06, 2002
Revision 3 : On receipt from MAY 15, 2002

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-82

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets
bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2001-074B HALENS SERVOKONTROLL

Påbudet gjelder:

Alle Eurocopter AS 350 modeller som er beskrevet i vedlagte kopi av DGAC AD 2001-580-085 R2.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 2001-580-085 R2.

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av DGAC AD 2001-580-085 R2.

Referanse:

DGAC AD 2001-580-085 R2.

Gyldighetsdato:

2005-02-01.

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Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.				
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: 2001-580-085 R1		
Person in charge of airworthiness: EUROCOPTER		Type(s): AS 350 helicopters		
Type certificate(s) No. 84 TCDS No 157				
ATA chapter: 05, 67	Subject: Rotor flight controls - Tail servocontrols - Eye end fitting locking			

1. EFFECTIVITY:

AS350 B, BA, B1, B2, B3, BB and D helicopters; equipped with tail servocontrols, all part numbers and all types, that have not been modified per MOD 073139 or per EUROCOPTER AS350 Service Bulletin No. 67.00.22.

2. REASONS:

This Airworthiness Directive (AD) is issued following a report of uncoupling of the eye end fitting from the tail servocontrol rod during a cruise flight due to incorrect locking.

If this situation were not corrected, it would lead to the progressive reduction of the yaw control range and would finally cause the loss of the servocontrol power assistance.

The purpose of Revision 1 was to restrict the effectivity of the AD by excluding tail servocontrols modified per MOD 073139.

The purpose of Revision 2 is to cover:

- Revision 1 of referenced AS 350 Alert Service Bulletin (ASB) No. 05.00.37.
- MOD 073205 (offsetting the effective travel of the SAMM tail servocontrol following the increase in the yaw control range), and further information and Figure 2 added to the referenced ASB.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

As from the effective date of the original issue of this AD, check the eye end fitting-to-servocontrol rod coupling for correct locking in compliance with the instructions described in § 2.A. of Revision 1 of referenced EUROCOPTER AS350 Alert Service Bulletin (ASB) No. 05.00.37, according to the following conditions :

**AIRWORTHINESS DIRECTIVE****No F-2001-580-085 R2**

Distribution:

A

Issue date:

December 08, 2004

Page:

2/2**3.1. Aircraft that have logged more than 500 flight hours:**

The check has to be carried out no later than within the next 50 flight hours, then every 550 flight hours.

3.2. Aircraft that have logged less than 500 flight hours:

The check has to be carried out at the latest at 550 flight hours, then every 550 flight hours.

3.3. Interpretation of the results of the checks and following actions:

- If no play is found and if the lockwasher is correctly positioned, no action is required before resuming flights.
- If play is found and/or if the lockwasher is not correctly positioned, bring the installation up to standard before resuming flights by complying with the instructions described in paragraph 2.B. of the referenced ASB.

4. REFERENCE PUBLICATION:

EUROCOPTER AS 350 Alert Service Bulletin No. 05.00.37 R1
(Any subsequent approved revision to this ASB is acceptable).

5. EFFECTIVE DATES:

Original issue : Upon receipt, as from November 28, 2001
Revision 1 : June 22, 2002
Revision 2 : December 18, 2004.

6. REMARK:

For any questions concerning the technical content of the requirements in this AD, please contact:

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7. APPROVAL:

This AD Revision is approved under EASA reference No 2004-11502 dated November 29, 2004.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-83

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets
bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2001-075A HALENS SERVOKONTROLL

Påbudet gjelder:

Alle Eurocopter AS 355 modeller som er beskrevet i vedlagte kopi av DGAC AD 2001-581-063(A)R1.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 2001-581-063(A)R1.

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av DGAC AD 2001-581-063(A)R1.

Referanse:

DGAC AD 2001-581-063(A)R1.

Gyldighetsdato:

2002-06-25.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2001-581-063(A) R1
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

AS 355 helicopters

Tail Servocontrol - Eye end fitting locking (ATA 67)

1. EFFECTIVITY:

AS 355 helicopters, versions E, F, F1, F2 and N equipped with tail servocontrols all part numbers that have not been modified per MOD 073139 or per EUROCOPTER AS 355 Service Bulletin No 67.00.22.

2. REASONS:

This Airworthiness Directive (AD) is issued following a report of uncoupling of the eye end fitting from the tail servocontrol rod during a cruise flight due to incorrect locking.

If this situation were not corrected, it would lead to the progressive reduction of the yaw control range and finally cause the loss of the servocontrol power assistance.

The purpose of Revision 1 is to restrict the effectivity of this AD by excluding tail servocontrols which have been modified per MOD 073139.

3. MANDATORY ACTIONS AND COMPLIANCE TIME:

From the effective date of the original issue of this AD, check the eye end fitting-to-servocontrol rod coupling for correct locking in compliance with the instructions described in paragraph 2.A of referenced EUROCOPTER AS 355 Alert Service Bulletin (ASB) No. 05.00.36 according to the following conditions:

3.1. Aircraft that have logged more than 500 flight hours:

The check has to be carried out no later than within the next 50 flight hours, then every 550 flight hours.

3.2. Aircraft that have logged less than 500 flight hours:

The check has to be carried out at the latest at 550 flight hours, then every 550 flight hours.

.../...

June 12, 2002

EUROCOPTER
AS 355 helicopters

2001-581-063(A) R1

3.3. Interpretation of the results of the checks and following actions:

- If no play is found and if the lockwasher is correctly positioned, no action is required before resuming flights.
- If a play is found and/or if the lockwasher is not correctly positioned, bring the installation up to standard before resuming flights by complying with the instructions described in paragraph 2.B of referenced ASB.

REF.: EUROCOPTER AS 355 Alert Service Bulletin No. 05.00.36.

This Revision 1 replaces original AD 2001-581-063(A) dated November 28, 2001.

EFFECTIVE DATES :

Original AD : On receipt from NOVEMBER 28, 2001
Revision 1 : JUNE 22, 2002

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-84

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2001-076B KONTROLL AV STARFLEX STAR ARMENES ENDER

Påbudet gjelder:

Alle Eurocopter AS 355 modeller som er beskrevet i vedlagte kopi av DGAC AD 2001-558-064(A)R3.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 2001-558-064(A)R3.

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av DGAC AD 2001-558-064(A)R3.

Referanse:

DGAC AD 2001-558-064(A)R3.

Gyldighetsdato:

2002-06-25.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2001-558-064(A) R3
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

AS 355 helicopters

Main rotor - STARFLEX star (ATA 05, 62)

1. EFFECTIVITY:

AS 355 version E, F, F1, F2 and N helicopters equipped with STARFLEX stars P/N 350A31.1916.00, mounted on Main Rotor Hubs (MRH) prior to the embodiment of MOD 076221.

2. REASONS:

This Airworthiness Directive (AD) is issued following several occurrences of rapid bonding failure of the metal bush that is installed on the STARFLEX star arm ends. In some cases, these incidents caused the pilots to land quickly due to strong vibrations in the cabin.

Revision 1 introduces Revision 1 of the Alert Telex which corrects a mistake in the number of this document at its issue and adds the Note in paragraph 3.1.

Revision 2 renders the embodiment of MOD 076221, which is the subject of referenced EUROCOPTER AS 355 Alert Service Bulletin (ASB) No. 62.00.26, mandatory.

Revision 3 excludes the MRHs post MOD 076221 from the scope of application of the AD.

3. MANDATORY ACTIONS AND COMPLIANCE TIME:

3.1. Before the next flight after the effective date of the original issue of this AD, then after each flight after which the rotors are stopped, on MRHs not embodying MOD 076221, check the adhesive bead of the metal bushes bonded at the end of the three arms of STARFLEX stars, in compliance with the instructions described in paragraph 2 of referenced AS 355 Alert Telex No. 05.00.37 R2.

Note: The check can be carried out by a pilot having received the appropriate training.

.../...

- 3.2. No later than May 31, 2002, install a stop stud at the bottom of each frequency adapter per MOD 076221, in compliance with the instructions described in paragraph 2 of referenced AS 355 ASB No. 62.00.26.
- 3.3. From the effective date of Revision 2 of this AD, before installation on aircraft, on main rotor heads held as spares, install a stop stud at the bottom of each frequency adapter per MOD 076221, in compliance with the instructions described in paragraph 2 of referenced AS 355 ASB No. 62.00.26.

REF.: EUROCOPTER AS 355 Alert Telex No. 05.00.37 R2
EUROCOPTER AS 355 Alert Service Bulletin No. 62.00.26.

This Revision 3 replaces AD 2001-558-064(A) R2 dated February 06, 2002.

EFFECTIVE DATES :

Original AD : On receipt of the telegraphic AD issued on **NOVEMBER 12, 2001**
Revision 1 : On receipt from **NOVEMBER 28, 2001**
Revision 2 : On receipt from **FEBRUARY 06, 2002**
Revision 3 : On receipt from **MAY 15, 2002**

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MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-85

LUFTDYKTIGHETSPÅBUD (LDP)

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2001-077 TRW-SAMM HOVEDSERVOKONTROLLER

Påbudet gjelder:

Alle Eurocopter AS 350 og AS 355 modeller som er beskrevet i vedlagte kopier av DGAC AD T2001-590-087(A) og T2001-591-065(A).

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD T2001-590-087(A) og T2001-591-065(A).

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av DGAC AD T2001-590-087(A) og T2001-591-065(A), med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD T2001-590-087(A) og T2001-591-065(A).

Gyldighetsdato:

2001-12-07.

TELEGRAPHIC AIRWORTHINESS DIRECTIVE (TAD) RELEASED BY DIRECTION GENERALE DE L'AVIATION CIVILE (FRANCE).

THIS TEXT IS NOT SENT TO FOREIGN OPERATORS OF AIRCRAFT NON REGISTERED IN FRANCE. IT IS UP TO THE NATIONAL AUTHORITIES TO FORWARD IT TO THEM ON RECEIPT.

No. T2001-590-087(A) - EUROCOPTER AS 350 Helicopters

No. T2001-591-065(A) - EUROCOPTER AS 355 Helicopters

SUBJECT: Main servocontrols (ATA 67)

1. **EFFECTIVITY:**

Helicopters - AS 350 B, BA, B1, B2, B3, BB and D [AD: T2001-590-087(A)]
- AS 355 E [AD: T2001-591-065(A)]

équipped with the following TRW-SAMM main servocontrols:

- P/N SC 5083, S/N from 1500 to 1515 inclusive, or
- P/N SC 5084, S/N from 722 to 726 inclusive,

except those servocontrols which have been checked or reconditioned by TRW-SAMM and are identified by the letter "V" engraved on the identification plate on the right side of the part number.

2. **REASON:**

These Airworthiness Directives (ADs) are issued subsequent to the discovery of a manufacturing defect on a batch of rods of main servocontrol, the failure of which would lead to the loss of control of the helicopter.

3. **MANDATORY ACTIONS AND COMPLIANCE TIME:**

At the effective date of these ADs the main servocontrols listed in paragraph 1 above, are declared non airworthy and, before the next flight, must be removed from the helicopter in accordance with the referenced Alert Telex AS 350 No 01.00.52 or AS 355 No 01.00.18.

4. **REFERENCES:** EUROCOPTER Alert Telex AS 350 No 01.00.52
AS 355 No 01.00.18

5. **EFFECTIVE DATE:** On receipt.

THE END

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-86

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets
bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2002-013 SPREKKONTROLL AV HALEROTORBLADER

Påbudet gjelder:

Alle Eurocopter AS 350 modeller som er beskrevet i vedlagte kopi av DGAC AD 2001-640-089(A).

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 2001-640-089(A).

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av DGAC 2001-640-089(A), med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD 2001-640-089(A).

Gyldighetsdato:

2002-02-04.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2001-640-089(A)
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

AS 350 helicopters

Tail rotor blades (ATA 05, 64)

1. EFFECTIVITY:

AS 350 helicopters, versions B, BA, B1, B2, B3, BB and D equipped with tail rotor blades P/Nos.:

- 355A12-0031-01/ -02/ -03/ -04/ -05/ -06/ -07/ -08/ -09/ -11/ -12/ -13/ -14,
- 355A12-0040-00/ -01/ -02/ -03/ -04/ -05/ -07/ -08,
- 355A12-0050-04.

2. REASON:

This Airworthiness Directive (AD) is issued following a report of separation of a tail rotor blade trailing edge section due to crack growth in the blade skin. The unbalance caused by the loss of a blade section can cause the TGB to be torn off the tail boom.

3. MANDATORY ACTIONS AND COMPLIANCE TIME:

3.1. From the effective date of this AD, at each check after the last flight of the day, without exceeding 10 flight hours between each check, visually check the area A of the blade pressure face and blade suction face of the tail rotor blades listed in paragraph 1 above, for cracks, in compliance with the instructions given in paragraph 2.A of the referenced Alert Telex.

3.2. If a crack is found in the skin, before the next flight, remove and replace the damaged blade in compliance with the instructions given in paragraph 2.B of the referenced Alert Telex.

Note: This check can be carried out by an appropriately trained pilot.

REF.: EUROCOPTER AS 350 Alert Telex No. 05.00.40.

This AD has been the subject of a telegraphic diffusion on December 20, 2001.

EFFECTIVE DATE :

On receipt of the telegraphic AD issued on DECEMBER 20, 2001

January 09, 2002

EUROCOPTER
AS 350 helicopters

2001-640-089(A)

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-87

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2002-014A "BREEZE 450-lb ELECTRIC HOIST"

Påbudet gjelder:

Alle Eurocopter AS 350 B3 modeller som er utstyrt med BREEZE 450-lb electric hoist P/N BL 29700-23 og beskrevet i vedlagte kopi av DGAC AD 2002-027-088 R1

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 2002-027-088 R1.

Tid for utførelse:


Til de tider som er beskrevet i vedlagte kopi av DGAC AD 2002-027-088 R1.

Referanse:

DGAC AD 2002-027-088 R1.

Gyldighetsdato:

2005-11-01.

	AIRWORTHINESS DIRECTIVE	Distribution:	Issue date:	Page :
	No F-2002-027-088 R1	A	September 14, 2005	
Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.	
	No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.			
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: 2002-027-088 original issue		
Person in charge of airworthiness: EUROCOPTER		Type(s): AS 350 helicopters		
Type certificate(s) No. 84 TCDS No 157				
ATA chapter: 25	Subject: Equipment / Furnishings - BREEZE 450-lb electric hoist			

1. EFFECTIVITY:

This Airworthiness Directive applies to AS 350 B3 helicopters equipped with BREEZE 450-lb electric hoist PN BL 29700-23.

Caution: this Airworthiness Directive (AD) is intended for maintenance personnel and crews.

2. REASONS:


This AD is issued to prevent any risk of hoist cable damage not being discovered in the event of a malfunction of the up end-of-travel cable stop mechanism.

Revision 1 of this AD covers the conversion of EUROCOPTER AS 350 Alert Telex No. 25.00.73 into an Alert Service Bulletin (ASB), bearing the same number and with no change to the technical content.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures are rendered mandatory from the effective date of the original issue of this AD:

- 3.1. Before the next hoisting mission and on each installation of a hoist on the helicopter, on the ground, check the damper assembly spring compression and perform a dimensional check of the buffer of this assembly, in compliance with the instructions described in paragraphs 2.B.1.a and 2.B.1.b of referenced EUROCOPTER AS 350 ASB No. 25.00.73.
- 3.2. At the latest every 50 hoisting cycles or every 3 months (whichever limit is reached first), perform a dimensional check of the damper assembly buffer, in compliance with the instructions described in paragraph 2.B.1.b of the referenced ASB.
- 3.3. During each hoisting mission and each time the cable is in the up end-of-travel stop position, check the hook in the up position, in compliance with the instructions described in paragraph 2.B.2 of the referenced ASB.

	AIRWORTHINESS DIRECTIVE No F-2002-027-088 R1	Distribution: A	Issue date: September 14, 2005	Page: 2/2
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4. REFERENCE PUBLICATIONS:

EUROCOPTER AS 350 Alert Service Bulletin No. 25.00.73.
(Any subsequent approved revision of this ASB is acceptable).

5. EFFECTIVE DATES:

Original issue: January 19, 2002
Revision 1: September 24, 2005.

6. REMARKS:

For any questions concerning the technical content of the requirements in this AD, please contact:

EUROCOPTER (STXI) - Aéroport Marseille Provence, 13725 Marignane Cedex - France.
Phone: +33 (0)4 42 85 97 97 - Fax: +33 (0)4 42 85 99 66
E-Mail: Directive.technical-support@eurocopter.com

7. APPROVAL:

This AD Revision is approved under EASA reference No. 2005-6224 dated September 06, 2005.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-88

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2002-015 SIREN Cargo Hooks

Påbudet gjelder:

Alle Eurocopter AS 350 B3, AS 365 N, N1, N2 og N3 samt EC 155B modeller som er utstyrt med SIREN Cargo Hooks P/N AS-21-5-7.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 2002-044(A).

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av DGAC AD 2002-044(A), med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD 2002-044(A).

Gyldighetsdato:

2002-02-04.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2002-044(A)
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

Various helicopter models

SIREN Cargo Hooks (ATA 05, 25)

1. EFFECTIVITY:

This Airworthiness Directive applies to the following helicopter models

- AS 350 B3,
- AS 365 N, N1, N2 and N3,
- EC 155 B,

fitted with SIREN cargo hooks P/N AS-21-5-7.

2. REASON:

This Airworthiness Directive (AD) is issued following the discovery of corrosion on the cargo hook locking catch, which might lead to untimely load release.

3. MANDATORY ACTIONS AND COMPLIANCE TIME:

The following actions are rendered mandatory from the effective date of this AD:

3.1. Cargo hooks P/N AS-21-5-7 with amendment B:

Before the next flight and before the first flight of the day with underslung load, comply with the instructions described in paragraph 2.B of the referenced Alert Telex (check for corrosion on the lock catch).

3.2. Cargo hooks P/N AS-21-5-7 without amendment B:

- Before the next flight with underslung load, comply once with the instructions described in paragraph 2.A of the referenced Alert Telex (check for corrosion, measurement of the travel of the lock and embodiment of amendment B) on the removed cargo hook.
- Then, before the first flight of the day with underslung load, comply with the instructions described in paragraph 2.B of the referenced Alert Telex (check for corrosion on the catch).

.../...

January 23, 2002

EUROCOPTER
Various helicopter models

2002-044(A)

- 3.3. Before installation on aircraft of cargo hooks P/N AS-21-5-7 without amendment B, held as spares, comply once with the instructions described in paragraph 2.A of the referenced Alert Telex.

REF.: EUROCOPTER Alert Telex AS 350 No. 05.00.39
AS 365 No. 05.00.41
EC 155 No. 05A002

EFFECTIVE DATE :

On receipt from JANUARY 23, 2002

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MOTORDREVNE
LUFTFARTØY

LUFTDYKTIGHETSPÅBUD (LDP)

AEROSPATIALE-89

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2002-016 HALEBOM TIL HELIKOPTER FESTE

Påbudet gjelder:

Eurocopter AS 355, alle modeller som er beskrevet i vedlagte kopi av DGAC AD 1997-146-054(A)R1.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 1997-146-054(A)R1.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av DGAC AD 1997-146-054(A)R1. med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD 1997-146-054(A)R1.

Gyldighetsdato:

2002-02-04.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 1997-146-054(A) R1
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

AS 355 helicopters

Tail boom-to-aircraft structure junction attachment screws (ATA 53)

1. EFFECTIVITY:

This Airworthiness Directive (AD) applies to AS 355 helicopters, versions E, F, F1, F2 and N equipped with attachment screws P/N 22201BC060008L (N5103337287), which ensure the tail boom-to-aircraft structure junction attachment.

2. REASONS:

This Airworthiness Directive is issued following the discovery of screws which do not meet the metallurgical requirements.

This Revision 1 covers the conversion of the Service Telex into Alert Service Bulletin (ASB) No. 01.00.43, with no change to the technical content.

3. MANDATORY ACTIONS AND COMPLIANCE TIME:

The following measures are rendered mandatory from the effective date of the original issue of this AD:

- 3.1. Within 100 flying hours or at the latest by July 31, 1997 (whichever limit is reached first), check the marking on the heads of the 23 attachment screws which are located above the cargo compartment floor and scrap all the screws which are marked with the letter "M" above the designation "BC", in accordance with the instructions given in paragraph 2.B.1 of referenced EUROCOPTER AS 355 Alert Service Bulletin No. 01.00.43.

Important Note:

The measures mentioned above apply to all the aircraft of the ECUREUIL aircraft range except for aircraft which are in the following situations:

1st case: New or overhauled aircraft delivered after May 15, 1997.

2nd case: Aircraft on which no tail boom-to-aircraft structure junction attachment screw has been replaced since July 01, 1994 (even if these screws are marked with the letter "M").

.../...

January 23, 2002

EUROCOPTER
AS 355 helicopters

1997-146-054(A) R1

3.2. At the latest by July 31, 1997, all the screws with this part number which are held as spares and marked with the letter "M", must be scrapped in accordance with the instructions given in paragraph 2.B.2 of the referenced Alert Service Bulletin.

REF.: EUROCOPTER AS 355 Alert Service Bulletin No. 01.00.43.

This Revision 1 replaces original AD 97-146-054(AB) dated July 16, 1997.

EFFECTIVE DATES :

Original AD : On receipt, from JULY 16, 1997
Revision 1 : FEBRUARY 02, 2002

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-90

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2002-017 SPREKKONTROLL AV HALEROTORBLADER

Påbudet gjelder:

Alle Eurocopter AS 355 modeller som er beskrevet i vedlagte kopi av DGAC AD 2001-641-067(A).

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 2001-641-067(A).

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av DGAC 2001-641-067 (A), med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD 2001-641-067 (A).

Gyldighetsdato:

2002-02-04.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2001-641-067(A)
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

AS 355 helicopters

Tail rotor blades (ATA 05, 64)

1. EFFECTIVITY:

AS 355 helicopters, versions E, F, F1, F2 and N equipped with tail rotor blades P/Nos.:

- 355A12-0031-01/ -02/ -03/ -04/ -05/ -06/ -07/ -08/ -09/ -11/ -12/ -13/ -14,
- 355A12-0040-00/ -01/ -02/ -03/ -04/ -05/ -07/ -08,
- 355A12-0050-00/ -01/ -02/ -03/ -04/ -05.

2. REASON:

This Airworthiness Directive (AD) is issued following a report of separation of a tail rotor blade trailing edge section due to crack growth in the blade skin. The unbalance caused by the loss of a blade section can cause the TGB to be torn off the tail boom.

3. MANDATORY ACTIONS AND COMPLIANCE TIME:

3.1. From the effective date of this AD, at each check after the last flight of the day, without exceeding 10 flight hours between each check, visually check the area A of the blade pressure face and blade suction face of the tail rotor blades listed in paragraph 1 above, for cracks, in compliance with the instructions given in paragraph 2.A of the referenced Alert Telex.

3.2. If a crack is found in the skin, before the next flight, remove and replace the damaged blade in compliance with the instructions given in paragraph 2.B of the referenced Alert Telex.

Note: This check can be carried out by an appropriately trained pilot.

REF.: EUROCOPTER AS 355 Alert Telex No. 05.00.38.

This AD has been the subject of a telegraphic diffusion on December 20, 2001.

EFFECTIVE DATE :

On receipt of the telegraphic AD issued on DECEMBER 20, 2001

January 09, 2002

EUROCOPTER
AS 355 helicopters

2001-641-067(A)

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-91

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2002-018A "BREEZE 450-lb ELECTRIC HOIST"

Påbudet gjelder:

Alle Eurocopter AS 355 F, F1, F2, N modeller som er utstyrt med BREEZE 450-lb electric hoist P/N BL 29700-23 og beskrevet i vedlagte kopi av DGAC AD 2002-028-066 R1.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av DGAC AD 2002-028-066 R1.

Tid for utførelse:


Til de tider som er beskrevet i vedlagte kopi av DGAC AD 2002-028-066 R1.

Referanse:

DGAC AD 2002-028-066 R1

Gyldighetsdato:

2005-11-01.

	AIRWORTHINESS DIRECTIVE No F-2002-028-066 R1		Distribution: A	Issue date: September 14, 2005	Page : 1/1
	Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.					
Corresponding foreign Airworthiness Directive(s): Not applicable			Airworthiness Directive(s) replaced: 2002-028-066 original issue		
Person in charge of airworthiness: EUROCOPTER			Type(s): AS 355 helicopters		
Type certificate(s) No. 168 TCDS No 168					
ATA chapter: 25	Subject: Equipment / Furnishings - BREEZE 450-lb electric hoist				

1. EFFECTIVITY:

AS 355 helicopters, versions F, F1, F2 and N equipped with BREEZE 450-lb electric hoist PN BL 29700-23.

Caution: this Airworthiness Directive (AD) is intended for maintenance personnel and crews.

2. REASONS:


This AD is issued to prevent any risk of hoist cable damage not being discovered in the event of a malfunction of the up end-of-travel cable stop mechanism.

Revision 1 of this AD covers the conversion of EUROCOPTER AS 355 Alert Telex No. 25.00.68 into an Alert Service Bulletin (ASB), bearing the same number and with no change to the technical content.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures are rendered mandatory from the effective date of the original issue of this AD:

- 3.1. Before the next hoisting mission and on each installation of a hoist on the helicopter, on the ground, check the damper assembly spring compression and perform a dimensional check of the buffer of this assembly, in compliance with the instructions described in paragraphs 2.B.1.a and 2.B.1.b of referenced EUROCOPTER AS 355 ASB No. 25.00.68.
- 3.2. At the latest every 50 hoisting cycles or every 3 months (whichever limit is reached first), perform a dimensional check of the damper assembly buffer, in compliance with the instructions described in paragraph 2.B.1.b of the referenced ASB.
- 3.3. During each hoisting mission and each time the cable is in the up end-of-travel stop position, check the hook in the up position, in compliance with the instructions described in paragraph 2.B.2 of referenced ASB.

	AIRWORTHINESS DIRECTIVE No F-2002-028-066 R1	Distribution: A	Issue date: September 14, 2005	Page: 2/2
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4. REFERENCE PUBLICATIONS:

EUROCOPTER AS 355 Alert Service Bulletin No. 25.00.68.
(Any subsequent approved revision of this ASB is acceptable).

5. EFFECTIVE DATES:

Original issue : January 19, 2002
Revision 1 : September 24, 2005.

6. REMARKS:

For any questions concerning the technical content of the requirements in this AD, please contact:

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5. APPROVAL:

This AD Revision is approved under EASA reference No. 2005-6225 dated September 06, 2005.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-92

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2002-030 ELEKTRISK SYSTEM

Påbudet gjelder:

Alle Eurocopter AS 350 B3 modeller, alle serienummer som er listet i vedlagte kopi av DGAC AD 2002-187-090(A).

Påbudet omfatter:

For å hindre feilaktig wiring skal tiltak utføres som beskrevet i vedlagte kopi av DGAC AD 2002-187-090(A).

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av DGAC AD 2002-187-090(A).

Referanse:

DGAC AD 2002-187-090(A).

Gyldighetsdato:

2002-04-15.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2002-187-090(A)
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

AS 350 helicopters

Electrical power (ATA 24)

1. EFFECTIVITY

AS 350 version B3 helicopters before embodiment of MOD 073146, with the following serial numbers:

3461, 3463, 3464, 3467, 3469, 3471, 3472, 3473, 3475, 3477, 3478, 3479, 3484, 3485, 3486, 3493, 3494, 3511 and 3522.

2. REASON

This Airworthiness Directive (AD) is issued further to a case of incorrect wiring resulting in an overloaded electrical power system that can cause disconnection of the generator and force the crew to terminate the flight under battery power.

3. MANDATORY ACTIONS AND COMPLIANCE TIME

Within the next 100 flight hours from the effective date of this Airworthiness Directive, remove the shunt and comply with the instructions given in paragraph 2 of referenced EUROCOPTER AS 350 Alert Service Bulletin No. 24.00.09.

REF.: EUROCOPTER AS 350 Alert Service Bulletin No. 24.00.09.

EFFECTIVE DATE : APRIL 13, 2002

April 03, 2002

EUROCOPTER
AS 350 helicopters

2002-187-090(A)

Luffartstilsynet
1. tilsynsavdeling
Postboks 8050 Dep., 0031 Oslo
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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-93

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luffartstilsynet følgende forskrift om luftdyktighet.

2002-037A "TRW-SAMM" HOVEDSERVOKONTROLLER

Påbudet gjelder:

Alle Eurocopter AS 355 alle modeller som er listet i vedlagte kopi av DGAC AD F-2002-315-069R1.

Påbudet omfatter:

For å hindre at servokontrollen feiler skal tiltak utføres som beskrevet i vedlagte kopi av DGAC AD F-2002-315-069R1.

Tid for utførelse:


Til de tider som er beskrevet i vedlagte kopi av DGAC AD F-2002-315-069R1.

Referanse:

DGAC AD F-2002-315-069R1.

Gyldighetsdato:

2004-01-30.

	AIRWORTHINESS DIRECTIVE No F-2002-315-069 R1	Distribution: A	Issue date: December 10, 2003	Page : 1/2
	This Airworthiness Directive is published by the DGAC : <input checked="" type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product. <input type="checkbox"/> as the Registration Airworthiness Authority for the affected aircraft..		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
Direction générale de l'aviation civile France	No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.			
GSAC publication				
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: 2002-315-069		
Person in charge of airworthiness: EUROCOPTER		Type(s): AS 355 helicopters		
Type certificate(s) No. 168 TCDS No 168				
ATA chapter: 67	Subject: Rotor flight controls - TRW - SAMM main servocontrols			

1. EFFECTIVITY:

AS 355 F, F1, F2 and N helicopters equipped with "TRW - SAMM" main servocontrols, part numbers SC 8042 or SC 8043 that underwent their last complete overhaul or repair since complete overhaul at "HAWKER PACIFIC AEROSPACE", USA, before March 1, 2002.

2. REASONS:

This Airworthiness Directive (AD) is issued following a report of incorrect tightening torque load found in service on servocontrols overhauled by "HAWKER PACIFIC AEROSPACE", installed on SA 366 G1 helicopters on the end-fitting that attaches the servocontrol cylinder to the upper ball end-fitting.

This anomaly might lead to thread failure and separation of the upper end-fitting and result in the loss of the control of the helicopter.

Revision 1 of this Airworthiness Directive (AD) covers the conversion of EUROCOPTER AS 355 Alert Telex No. 67.00.23 into an Alert Service Bulletin (ASB) bearing the same number, with no change to the technical content.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

Remove the servocontrols and return them to "HAWKER PACIFIC AEROSPACE" for a check of the thread condition and application of the tightening torque as per CMM, in compliance with the instructions described in paragraph 2 of referenced EUROCOPTER AS 355 Alert Service Bulletin (ASB) No. 67.00.23, within the following time limits:

3.1. For servocontrols that have been in service for less than 1,000 flight hours at the effective date of the original issue of this AD:

The actions defined above were to be taken no later than within 550 flight hours or 12 months (whichever limit was reached first) from the effective date of the original issue of this AD.

**AIRWORTHINESS DIRECTIVE****No F-2002-315-069 R1**

Distribution:

A

Issue date:

December 10, 2003

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- 3.2.** For servocontrols that have been in service for 1,000 flight hours or more than 1,000 flight hours and less than 1,300 flight hours at the effective date of the original issue of this AD:

The actions defined above were to be taken before the servocontrols had reached 1,550 flight hours or within 9 months (whichever limit was reached first) from the effective date of the original issue of this AD.

- 3.3.** For servocontrols that have been in service for 1,300 flight hours or more than 1,300 flight hours at the effective date of the original issue of this AD:

The actions defined above were to be taken no later than within 250 flight hours or 6 months (whichever limit was reached first) from the effective date of the original issue of this AD.

- 3.4.** For servocontrols held as spares

The actions defined above are to be taken before installation on aircraft.

4. REFERENCE PUBLICATION:

EUROCOPTER AS 355 Alert Service Bulletin No. 67.00.23
(or any further revision of this ASB).

5. EFFECTIVE DATES:

Original issue : Upon receipt from June 12, 2002
Revision 1 : December 20, 2003

6. REMARK:

If you have any questions about the technical content of the requirements in this AD, please contact:

EUROCOPTER (STXD) - Aéroport Marseille Provence, 13725 Marignane Cedex - France,
Phone: +33 (0)4 42 85 97 97 - Fax: +33 (0)4 42 85 99 66
e-mail: Directive.technical-support@eurocopter.com

7. APPROVAL:

This AD is approved under EASA reference No 1451 dated December 02, 2003.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-94

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2002-038A "TRW-SAMM" HOVEDSERVOKONTROLLER

Påbudet gjelder:

Alle Eurocopter AS 350 alle modeller som er listet i vedlagte kopi av DGAC AD F-2002-314-092R1.

Påbudet omfatter:

For å hindre at servokontrollen feiler skal tiltak utføres som beskrevet i vedlagte kopi av DGAC AD F-2002-314-092R1.

Tid for utførelse:


Til de tider som er beskrevet i vedlagte kopi av DGAC AD F-2002-314-092R1.

Referanse:

DGAC AD F-2002-314-092R1.

Gyldighetsdato:

2004-01-30.

	AIRWORTHINESS DIRECTIVE No F-2002-314-092 R1	Distribution: A	Issue date: December 10, 2003	Page : 1/2
	Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC : <input checked="" type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product. <input type="checkbox"/> as the Registration Airworthiness Authority for the affected aircraft..		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.				
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: 2002-314-092		
Person in charge of airworthiness: EUROCOPTER		Type(s): AS 350 helicopters		
Type certificate(s) No. 84 TCDS No 157				
ATA chapter: 67	Subject: Rotor flight controls - TRW - SAMM main servocontrols			

1. EFFECTIVITY:

AS 350 B3 helicopters equipped with "TRW – SAMM" main servocontrols, part numbers SC 8042 or SC 8043 that underwent their last complete overhaul or repair since complete overhaul at "HAWKER PACIFIC AEROSPACE", USA, before March 1, 2002.

2. REASONS:

This Airworthiness Directive (AD) is issued following a report of incorrect tightening torque load found in service on servocontrols overhauled by "HAWKER PACIFIC AEROSPACE", installed on SA 366 G1 helicopters on the end-fitting that attaches the servocontrol cylinder to the upper ball end-fitting.

This anomaly might lead to thread failure and separation of the upper end-fitting and result in the loss of the control of the helicopter.

Revision 1 of this Airworthiness Directive (AD) covers the conversion of EUROCOPTER AS 350 Alert Telex No. 67.00.23 into an Alert Service Bulletin (ASB) bearing the same number, with no change to the technical content.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

Remove the servocontrols and return them to "HAWKER PACIFIC AEROSPACE" for a check of the thread condition and application of the tightening torque as per CMM, in compliance with the instructions described in paragraph 2 of referenced EUROCOPTER AS 350 Alert Service Bulletin (ASB) No. 67.00.23, within the following time limits:

3.1. For servocontrols that have been in service for less than 1,000 flight hours at the effective date of the original issue of this AD:

The actions defined above were to be taken no later than within 550 flight hours or 12 months (whichever limit was reached first) from the effective date of the original issue of this AD.



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No F-2002-314-092 R1

Distribution:
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Issue date:
December 10, 2003

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- 3.2.** For servocontrols that have been in service for 1,000 flight hours or more than 1,000 flight hours and less than 1,300 flight hours at the effective date of the original issue of this AD:

The actions defined above were to be taken before the servocontrols had reached 1,550 flight hours or within 9 months (whichever limit was reached first) from the effective date of the original issue of this AD.

- 3.3.** For servocontrols that have been in service for 1,300 flight hours or more than 1,300 flight hours at the effective date of the original issue of this AD:

The actions defined above were to be taken no later than within 250 flight hours or 6 months (whichever limit was reached first) from the effective date of the original issue of this AD.

- 3.4.** For servocontrols held as spares

The actions defined above are to be taken before installation on aircraft.

4. REFERENCE PUBLICATION:

EUROCOPTER AS 350 Alert Service Bulletin No. 67.00.23
(or any further revision of this ASB).

5. EFFECTIVE DATES:

Original issue : Upon receipt from June 12, 2002
Revision 1 : December 20, 2003

6. REMARK:

If you have any questions about the technical content of the requirements in this AD, please contact:

EUROCOPTER (STXD) - Aéroport Marseille Provence, 13725 Marignane Cedex - France,
Phone: +33 (0)4 42 85 97 97 - Fax: +33 (0)4 42 85 99 66
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7. APPROVAL:

This AD is approved under EASA reference No 1450 dated December 02, 2003.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-95

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2002-039A "HORIZONTAL SITUATION INDICATOR KI 525A"

Påbudet gjelder:

Alle Eurocopter AS 350 alle modeller som er listet i vedlagte kopi av DGAC AD F-2002-281-091 R1.

Påbudet omfatter:

For å hindre feilaktig installasjon av HSI KI 525A skal tiltak utføres som beskrevet i vedlagte kopi av DGAC AD F-2002-281-091 R1.

Tid for utførelse:


Til de tider som er beskrevet i vedlagte kopi av DGAC AD F-2002-281-091 R1.

Referanse:

DGAC AD F-2002-281-091 R1.

Gyldighetsdato:

2004-04-13.

	AIRWORTHINESS DIRECTIVE No F-2002-281-091 R1		Distribution: A	Issue date: March 17, 2004	Page : 1/2
	Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC : <input checked="" type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product. <input type="checkbox"/> as the Registration Airworthiness Authority for the affected aircraft..		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.					
Corresponding foreign Airworthiness Directive(s): Not applicable			Airworthiness Directive(s) replaced: 2002-281-091 original issue		
Person in charge of airworthiness: EUROCOPTER			Type(s): AS 350 helicopters		
Type certificate(s) No. 84 TCDS No 157					
ATA chapter: 34	Subject: Navigation - Horizontal situation indicator KI 525A				

1. **EFFECTIVITY:**

AS 350 helicopter versions B, BA, B1, B2, B3, BB and D, equipped with HSI KI 525A.

2. **REASONS:**

This Airworthiness Directive (AD) is issued following the discovery of incorrect installation of HSI KI 525A, part number 066-3046-07 (non-compliance with equipment manufacturer ALLIEDSIGNAL Service Bulletin No. 341), which might result in navigation errors.

Revision 1 of this AD covers the conversion of EUROCOPTER AS 350 Alert Telex No. 34.00.13 into an Alert Service Bulletin (ASB) with the same reference number, with no change to the technical content.

3. **MANDATORY ACTIONS AND COMPLIANCE TIMES:**

The following measures were rendered mandatory from the effective date of the original issue of this AD:

3.1. No later than within the next 100 flying hours or within one month (whichever limit is reached first):

- a) Check the part number of HSI KI 525A installed on aircraft.
- b) If the part number read is 066-3046-07, comply with the instructions given in paragraph 2.B of the referenced ASB.
- c) If the part number read is different from 066-3046-07, leave as is..

3.2. Before installing an HSI KI 525A, part number 066-3046-07, in place of an HSI KI 525A, part numbers 066-3046-00, -01, -04 or -05, on an aircraft, comply with the instructions defined in paragraph 2.B of the referenced ASB.



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No F-2002-281-091 R1

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Issue date:
March 17, 2004

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4. REFERENCE PUBLICATION:

EUROCOPTER AS 350 Alert Service Bulletin No. 34.00.13
(Any subsequent approved revision of this ASB is acceptable).

5. EFFECTIVE DATES:

Original issue : June 08, 2002
Revision 1 : March 27, 2004.

6. REMARK:

For any questions concerning the technical content of the requirements in this AD, please contact:

EUROCOPTER (STXI) – Aéroport de Marseille Provence, 13725 Marignane Cedex – France
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7. APPROVAL:

This AD Revision is approved under EASA reference No 2004-2117 dated March 09, 2004.

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MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-96

LUFTDYKTIGHETSPÅBUD (LDP)

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2002-040A "HORIZONTAL SITUATION INDICATOR KI 525 A"

Påbudet gjelder:

Alle Eurocopter EC 120 som beskrevet i vedlagte kopi av DGAC AD F-2002-282-009 R1.

Påbudet omfatter:

For å hindre feilaktig installasjon av HSI KI 525A skal tiltak utføres som beskrevet i vedlagte kopi av DGAC AD F-2002-282-009 R1.

Tid for utførelse:


Til de tider som er beskrevet i vedlagte kopi av DGAC AD F-2002-282-009 R1.

Referanse:

DGAC AD F-2002-282-009 R1.

Gyldighetsdato:

2004-04-13.

	AIRWORTHINESS DIRECTIVE No F-2002-282-009 R1		Distribution: A	Issue date: March 17, 2004	Page : 1/2
	Direction générale de l'aviation civile France	This Airworthiness Directive is published by the DGAC : <input checked="" type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product. <input type="checkbox"/> as the Registration Airworthiness Authority for the affected aircraft..		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
GSAC publication	No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.				
Corresponding foreign Airworthiness Directive(s): Not applicable			Airworthiness Directive(s) replaced: 2002-282-009 original issue		
Person in charge of airworthiness: EUROCOPTER			Type(s): EC 120 helicopters		
Type certificate(s) No. 189 TCDS No 189					
ATA chapter: 34	Subject: Navigation - Horizontal situation indicator KI 525A				

1. EFFECTIVITY:

EC 120 B helicopters equipped with HSI KI 525 A.

2. REASONS:

This Airworthiness Directive (AD) is issued following the discovery of incorrect installation of HSI KI 525A, part number 066-3046-07 (non-compliance with equipment manufacturer ALLIEDSIGNAL Service Bulletin No. 341), which might result in navigation errors.

Revision 1 of this AD covers the conversion of EUROCOPTER EC 120 Alert Telex No. 34A006 into an Alert Service Bulletin (ASB) with the same reference number, with no change to the technical content.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures were rendered mandatory from the effective date of the original issue of this AD:

3.1. No later than within the next 100 flying hours or within one month (whichever limit is reached first):

- a) Check the part number of HSI KI 525A installed on aircraft.
- b) If the part number read is 066-3046-07, comply with the instructions given in paragraph 2.B of the referenced ASB.
- c) If the part number read is different from 066-3046-07, leave as is.

3.2. Before installing an HSI KI 525A, part number 066-3046-07, in place of an HSI KI 525A, part numbers 066-3046-00, -01, -04 or -05, on an aircraft, comply with the instructions defined in paragraph 2.B of the referenced ASB.

**AIRWORTHINESS DIRECTIVE****No F-2002-282-009 R1**

Distribution:

A

Issue date:

March 17, 2004

Page:

2/2**4. REFERENCE PUBLICATION:**

EUROCOPTER EC 120 Alert Service Bulletin No. 34A006
(Any subsequent approved revision of this ASB is acceptable).

5. EFFECTIVE DATES:

Original issue : June 08, 2002
Revision 1 : March 27, 2004.

6. REMARK:

For any questions concerning the technical content of the requirements in this AD, please contact:

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7. APPROVAL

This AD Revision is approved under EASA reference No 2004-2118 dated March 09, 2004.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-97

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luffartstilsynet følgende forskrift om luftdyktighet.

2002-042A "HORIZONTAL SITUATION INDICATOR KI 525A"

Påbudet gjelder:

Alle Eurocopter AS 355, alle modeller som er listet i vedlagte kopi av DGAC AD F-2002-280-068 R1.

Påbudet omfatter:

For å hindre feilaktig installasjon av HSI KI 525A skal tiltak utføres som beskrevet i vedlagte kopi av DGAC AD F-2002-280-068 R1.

Tid for utførelse:


Til de tider som er beskrevet i vedlagte kopi av DGAC AD F-2002-280-068 R1.

Referanse:

DGAC AD F-2002-280-068 R1.

Gyldighetsdato:

2004-04-13.

	AIRWORTHINESS DIRECTIVE		Distribution:	Issue date:	Page :
	No F-2002-280-068 R1		A	March 17, 2004	1/3
Direction générale de l'aviation civile France	This Airworthiness Directive is published by the DGAC :			<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
	<input checked="" type="checkbox"/>	on behalf of EASA, the Primary Airworthiness Authority for the affected product.			
	<input type="checkbox"/>	as the Registration Airworthiness Authority for the affected aircraft..			
GSAC publication	No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.				
Corresponding foreign Airworthiness Directive(s): Not applicable			Airworthiness Directive(s) replaced: 2002-280-068 original issue		
Person in charge of airworthiness: EUROCOPTER			Type(s): AS 355 helicopters		
Type certificate(s) No. 168 TCDS No 168					
ATA chapter: 34	Subject: Navigation - Horizontal situation indicator KI 525A				

1. EFFECTIVITY:

AS 355 helicopter versions E, F, F1, F2 and N, equipped with HSI KI 525A.

2. REASONS:

This Airworthiness Directive (AD) is issued following the discovery of incorrect installation of HSI KI 525A, part number 066-3046-07 (non-compliance with equipment manufacturer ALLIEDSIGNAL Service Bulletin No. 341), which might result in navigation errors.

Revision 1 of this AD covers the conversion of EUROCOPTER AS 355 Alert Telex No. 34.00.09 into an Alert Service Bulletin (ASB) with the same reference number, with no change to the technical content.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures were rendered mandatory from the effective date of the original issue of this AD:

3.1. No later than within the next 100 flying hours or within one month (whichever limit is reached first):

- a) Check the part number of HSI KI 525A installed on aircraft.
- b) If the part number read is 066-3046-07, comply with the instructions given in paragraph 2.B of the referenced ASB.
- c) If the part number read is different from 066-3046-07, leave as is.

3.2. Before installing an HSI KI 525A, part number 066-3046-07, in place of an HSI KI 525A, part numbers 066-3046-00, -01, -04 or -05, on an aircraft, comply with the instructions defined in paragraph 2.B of the referenced ASB.

**AIRWORTHINESS DIRECTIVE****No F-2002-280-068 R1**

Distribution:

A

Issue date:

March 17, 2004

Page:

2/2**4. REFERENCE PUBLICATION:**

EUROCOPTER AS 355 Alert Service Bulletin No. 34.00.09
(Any subsequent approved revision of this ASB is acceptable).

5. EFFECTIVE DATES:

Original issue : June 08, 2002
Revision 1 : March 27, 2004.

6. REMARK:

For any questions concerning the technical content of the requirements in this AD, please contact:

EUROCOPTER (STXI) – Aéroport de Marseille Provence, 13725 Marignane Cedex – France
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E-mail: Directive.technical-support@eurocopter.com

7. APPROVAL:

This Revision AD is approved under EASA reference No 2004-2116 dated March 09, 2004.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-98

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2002-050 "TRW-SAMM" MAIN SERVOCONTROLS

Påbudet gjelder:

Alle Eurocopter AS 365, alle modeller som er listet i vedlagte kopi av DGAC AD 2002-312-056(A).

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD 2002-312-056(A).

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av DGAC AD 2002-312-056(A).

Referanse:

DGAC AD 2002-312-056(A).

Gyldighetsdato:

2002-07-19.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2002-312-056(A)
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

AS 365 N helicopters

"TRW-SAMM" Main Servocontrols (ATA 67)

1. EFFECTIVITY

AS 365 helicopters, versions N, N1, N2 and N3 equipped with "TRW-SAMM" main servocontrols P/No.: SC 8031 or SC 8031A or SC 8031-1 or SC 8031-2 or SC 8032-1 or SC 8032-2 or SC 8033-1 or SC 8033-2 or SC 8034-1 or SC 8034-2, which underwent their last complete overhaul or repair since overhaul at "HAWKER PACIFIC AEROSPACE", USA, before March 1st, 2002.

2. REASONS

This Airworthiness Directive (AD) is issued following a report of incorrect tightening torque load found in service on servocontrols overhauled by "HAWKER PACIFIC AEROSPACE" installed on SA 366 G1 helicopters on the end-fitting that attaches the servocontrol cylinder to the upper ball end-fitting.

This anomaly might lead to thread failure and separation of the upper end-fitting and result in the loss of the control of the helicopter.

3. MANDATORY ACTIONS

Remove the servocontrols and return them to "HAWKER PACIFIC AEROSPACE" for a check of the thread condition and application of the tightening torque as per CMM, in compliance with the instructions described in paragraph 2 of referenced EUROCOPTER AS 365 N Alert Telex No. 67.00.08.

4. COMPLIANCE TIME

4.1. For servocontrols that have been in service for less than 1,000 flight hours at the effective date of this AD:

The actions defined in paragraph 3 above are to be taken no later than within the next 550 flight hours or within the next 12 months (whichever limit is reached first) from the effective date of this AD.

.../...

June 12, 2002

EUROCOPTER
AS 365 N helicopters

2002-312-056(A)

- 4.2. For servocontrols that have been in service for 1,000 flight hours or more than 1,000 flight hours and less than 1,300 flight hours at the effective date of this AD:

The actions defined in paragraph 3 above are to be taken at the latest at 1,550 flight hours or within the next 9 months (whichever limit is reached first) from the effective date of this AD.

- 4.3. For servocontrols that have been in service for 1,300 flight hours or more than 1,300 flight hours at the effective date of this AD:

The actions defined in paragraph 3 above are to be taken no later than within the next 250 flight hours or within the next 6 months (whichever limit is reached first) from the effective date of this AD.

- 4.4. For servocontrols held as spares:

The actions defined in paragraph 3 above are to be taken before installation on aircraft.

REF.: EUROCOPTER AS 365 N Alert Telex No. 67.00.08.

EFFECTIVE DATE :

On receipt from JUNE 12, 2002

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-99

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2002-051A "SLIDING DOOR – WEAR ON ROLLERS AND RAILS"

Påbudet gjelder:

Eurocopter AS 355, alle modeller som er listet i vedlagte kopi av DGAC AD 2002-345-070 R1.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD 2002-345-070 R1

Tid for utførelse:


Til de tider som er beskrevet i vedlagte kopi av DGAC AD 2002-345-070 R1

Referanse:

DGAC AD 2002-345-070 R1.

Gyldighetsdato:

2005-02-01.

	AIRWORTHINESS DIRECTIVE No F-2002-345-070 R1	Distribution: A	Issue date: November 10, 2004	Page : 1/2
	Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.				
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: 2002-345-070 original issue		
Person in charge of airworthiness: EUROCOPTER		Type(s): AS 355 helicopters		
Type certificate(s) No. 168 TCDS No 168				
ATA chapter: 05, 52	Subject: Doors - Sliding door - Wear on rollers and rails			

1. EFFECTIVITY:

AS 355 helicopters, versions E, F, F1, F2 and N fitted with sliding doors.

Note: This Airworthiness Directive (AD) is intended for maintenance personnel and crews.

2. REASONS:

This AD is issued following a report of sliding door aft roller dislodgment in flight due to severe wear on the rail. If this deficiency is not corrected, it could lead to the loss of the sliding door in flight.

The purpose of Revision 1 of this AD is to:

- Cover the conversion of EUROCOPTER AS 355 Alert Telex No. 05.00.39 into an Alert Service Bulletin (ASB) with the same reference number and with no change to the technical content, but introducing an additional check criterion in order to prevent the risk of the aft guide roller coming out of the middle rail when opening the door in flight.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

3.1. Before the next flight after the effective date of the original issue of this AD, then at intervals not exceeding 100 flying hours, check the diameter of the roller and the dimension of the front end opening of the middle rail, in compliance with the instructions specified in § 2.B.1. of referenced EUROCOPTER AS 355 Alert Service Bulletin (ASB) No. 05.00.39 R1.

3.2. According to the criteria defined in § 2.B.1. of the referenced ASB, take the following actions in compliance with § 2.B.2. of the referenced ASB:

- Criterion C1 \geq 5 mm and criterion C2 \geq 1.5 mm: door opening in flight is permitted.
- Criterion C1 < 5 mm and/or criterion C2 < 1.5 mm: door opening in flight is prohibited. A placard specifying this restriction is to be affixed to the instrument panel of the helicopter.

**AIRWORTHINESS DIRECTIVE****No F-2002-345-070 R1**

Distribution:

A

Issue date:

November 10, 2004

Page:

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3.3. Before installation on aircraft of a sliding door held as spares, take the actions described in § 3.1. and § 3.2. above.

4. REFERENCE PUBLICATION:

EUROCOPTER AS 355 Alert Service Bulletin No. 05.00.39 Revision 1
(Any subsequent approved revision to this ASB is acceptable).

5. EFFECTIVE DATES:

Original issue : Upon receipt, as from June 26, 2002
Revision 1 : November 20, 2004.

6. REMARK:

For any questions concerning the technical content of the requirements in this AD, please contact:

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Phone: +33 (0)4 42 85 97 97 – Fax: +33 (0)4 42 85 99 66
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7. APPROVAL:

This AD Revision is approved under EASA reference No 2004-10847 dated November 03, 2004.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-100

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2002-052A "SLIDING DOOR – WEAR ON ROLLERS AND RAILS"

Påbudet gjelder:

Eurocopter AS 350, alle modeller som er listet i vedlagte kopi av DGAC AD 2002-344-093 R1.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD 2002-344-093 R1.

Tid for utførelse:


Til de tider som er beskrevet i vedlagte kopi av DGAC AD 2002-344-093 R1.

Referanse:

DGAC AD 2002-344-093 R1.

Gyldighetsdato:

2005-02-01.

	AIRWORTHINESS DIRECTIVE No F-2002-344-093 R1		Distribution: A	Issue date: November 10, 2004	Page : 1/2
	Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.					
Corresponding foreign Airworthiness Directive(s): Not applicable			Airworthiness Directive(s) replaced: 2002-344-093 original issue		
Person in charge of airworthiness: EUROCOPTER			Type(s): AS 350 helicopters		
Type certificate(s) No. 84 TCDS No 157					
ATA chapter: 05, 52		Subject: Doors - Sliding door - Wear on rollers and rails			

1. EFFECTIVITY:

AS 350 helicopters, versions B, BA, BB, B1, B2, B3 and D fitted with sliding doors.

Note: This Airworthiness Directive (AD) is intended for maintenance personnel and crews.

2. REASONS:

This Airworthiness Directive (AD) is issued following a report of sliding door aft roller dislodgment in flight due to severe wear on the rail. If this deficiency is not corrected, it could lead to the loss of the sliding door in flight.

The purpose of Revision 1 of this AD is to:

- Cover the conversion of EUROCOPTER AS 350 Alert Telex No. 05.00.41 into an Alert Service Bulletin (ASB) with the same reference number and with no change to the technical content, but introducing an additional check criterion in order to prevent the risk of the aft guide roller coming out of the middle rail when opening the door in flight.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

3.1. Before the next flight after the effective date of the original issue of this AD, then at intervals not exceeding 100 flying hours, check the diameter of the roller and the dimension of the front end opening of the middle rail, in compliance with the instructions specified in § 2.B.1. of referenced EUROCOPTER AS 350 Alert Service Bulletin (ASB) No. 05.00.41 R1.

3.2. According to the criteria defined in § 2.B.1. of the referenced ASB, take the following actions in compliance with § 2.B.2. of the referenced ASB:

- Criterion C1 \geq 5 mm and criterion C2 \geq 1.5 mm: door opening in flight is permitted.
- Criterion C1 < 5 mm and/or criterion C2 < 1.5 mm: door opening in flight is prohibited. A placard specifying this restriction is to be affixed to the instrument panel of the helicopter.

**AIRWORTHINESS DIRECTIVE****No F-2002-344-093 R1**

Distribution:

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Issue date:

November 10, 2004

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3.3. Before installation on aircraft of a sliding door held as spares, take the actions described in § 3.1. and § 3.2. above.

4. REFERENCE PUBLICATION:

EUROCOPTER AS 350 Alert Service Bulletin No. 05.00.41, Revision 1
(Any subsequent approved revision to this ASB is acceptable).

5. EFFECTIVE DATES:

Original issue : Upon receipt, as from June 26, 2002
Revision 1 : November 20, 2004.

6. REMARK:

For any questions concerning the technical content of the requirements in this AD, please contact:

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7. APPROVAL:

This AD Revision is approved under EASA reference No 2004-10846 dated November 03, 2004.

BLANK

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-101

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets
bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2002-055B "MGB – LUBRICATION PUMP"

Påbudet gjelder:

Eurocopter AS 355, alle modeller som er listet i vedlagte kopi av DGAC AD 2002-331-071 R2.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD 2002-331-071 R2.

Tid for utførelse:


Til de tider som er beskrevet i vedlagte kopi av DGAC AD 2002-331-071 R2.

Referanse:

DGAC AD 2002-331-071 R2.

Gyldighetsdato:

2005-02-01.

	AIRWORTHINESS DIRECTIVE No F-2002-331-071 R2	Distribution: A	Issue date: November 24, 2004	Page : 1/7
	Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.				
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: 2002-331-071 R1		
Person in charge of airworthiness: EUROCOPTER		Type(s): AS 355 helicopters		
Type certificate(s) No. 168 TCDS No 168				
ATA chapter: 05, 63	Subject: Rotor drive(s) - Main gearbox - Lubrication pump			

1. EFFECTIVITY:

AS 355 helicopters, versions E, F, F1, F2 and N equipped with main gearbox (MGB) lubrication pumps PN 355A 32-0700-01:

- with serial numbers (S/N) \geq 5731,

and,

- with serial numbers (S/N) $<$ 5731, if they have been overhauled or repaired after June 1, 1995.

2. REASONS:

This Airworthiness Directive (AD) is issued following four reports of MGB lubrication pump deterioration. In time, the insufficiently lubricated power transmission assembly deteriorates until it causes the loss of the drive train for one or even both engines (deterioration of the combiner gearbox gears).

Revision 1 of this AD took into account Revision 1 of the Alert Telex (AT) referenced below, with no modification to the technical content.

Revision 2 of this AD covers the conversion of Revision 1 of EUROCOPTER AS 355 Alert Telex (AT) No. 05.00.40 into an Alert Service Bulletin bearing the same reference number, with no modification to the technical content, but limiting the effectivity by incorporating additional details in § 1 above.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures are rendered mandatory from the effective date of this AD at original issue:

**AIRWORTHINESS DIRECTIVE****No F-2002-331-071 R2**

Distribution:

A

Issue date:

November 24, 2004

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3.1. At each check after the last flight of the day (ALF) without exceeding 10 hours between two checks, inspect the MGB magnetic plug and oil sight in compliance with the instructions specified in § 2.B.1. of EUROCOPTER AS 355 Alert Service Bulletin (ASB) No. 05.00.40 referenced below.

Depending on the result of the check, comply with the instructions specified in § 2.B.2 of the ASB referenced below.

3.2. Before installing a lubrication pump, installed on an MGB and specified in paragraph 1, on an aircraft, or before installing a separate lubrication pump specified in paragraph 1, on an aircraft:

3.2.1. If the pump has logged flying hours since new, overhaul or repair:

- comply with § 2.B.2. of the referenced ASB,

and

- comply with § 2.B.3. of the referenced ASB according to the SN of the lubrication pump (refer to the Equipment Log Card (FME) of the lubrication pump).

3.2.2. If the pump is new or newly overhauled or newly repaired:

- leave as is,

or,

- comply with § 2.B.3. of the referenced ASB according to the SN of the lubrication pump (refer to the Equipment Log Card (FME) of the lubrication pump).

4. REFERENCE PUBLICATION:

EUROCOPTER AS 355 Alert Service Bulletin No. 05.00.40.
(Any subsequent approved revision to this ASB is acceptable).

5. EFFECTIVE DATES:

Original issue : As from receipt of the telegraphic AD dated June 21, 2002.

Revision 1 : February 1, 2003.

Revision 2 : December 04, 2004.

6. REMARK:

For any questions concerning the technical content of the requirements in this AD, please contact:

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7. APPROVAL:

This AD Revision is approved under EASA reference No 2004-11115 dated November 17, 2004.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-102

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luffartstilsynet av 10. desember 1999 nr. 1273

2002-066A "CYCLIC PITCH CONTROL STICKS"

Påbudet gjelder:

Eurocopter EC 120 B, alle serienummer som beskrevet i vedlagte kopi av DGAC AD F-2002-371-010 R1.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F-2002-371-010 R1.

Tid for utførelse:


Til de tider som er beskrevet i vedlagte kopi av DGAC AD F-2002-371-010 R1.

Referanse:

DGAC AD F-2002-371-010 R1.

Gyldighetsdato:

2004-06-28.

	AIRWORTHINESS DIRECTIVE No F-2002-371-010 R1	Distribution: A	Issue date: April 28, 2004	Page : 1/2
	Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC : <input checked="" type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product. <input type="checkbox"/> as the Registration Airworthiness Authority for the affected aircraft..		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.				
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: 2002-371-010 original issue		
Person in charge of airworthiness: EUROCOPTER		Type(s): EC 120 helicopters		
Type certificate(s) No. 189 TCDS No 189				
ATA chapter: 67	Subject: Rotor flight controls - Cyclic pitch control sticks			

1. EFFECTIVITY:

EC 120 B helicopters with serial numbers below 1323.

2. REASONS:

This Airworthiness Directive (AD) is issued further to a case involving twisting of an electrical bonding braid at the base of a cyclic pitch stick that restricted the movement of the cyclic pitch sticks.

Revision 1 of this AD covers the conversion of EUROCOPTER EC 120 Alert Telex No. 67A008 into an Alert Service Bulletin (ASB) with the same reference number and with no change to the technical content but including additional information in the "Effectivity" paragraph.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures were rendered mandatory from the effective date of the original issue of this AD:

- 3.1. At the latest within 10 flying hours, secure the bonding braid temporarily or install the bonding braid permanent attachment system in accordance with the instructions given respectively in paragraphs 2.B.2.a and 2.B.2.b of EUROCOPTER EC 120 Alert Service Bulletin (ASB) No. 67A008 referenced below.
- 3.2. At the latest within 500 flying hours or within 12 months (the first limit reached is applicable), unless this has already been performed in compliance with paragraph 3.1 above, install the bonding braid permanent attachment system in accordance with the instructions given in paragraph 2.B.2.b of the Alert Service Bulletin (ASB) referenced below.

4. REFERENCE PUBLICATION:

EUROCOPTER EC 120 Alert Service Bulletin No. 67A008
 (Any subsequent approved revision to the ASB is acceptable).

**AIRWORTHINESS DIRECTIVE****No F-2002-371-010 R1**

Distribution:

A

Issue date:

April 28, 2004

Page:

2/2**5. EFFECTIVE DATES:****Original issue** : On receipt from July 24, 2002**Revision 1** : May 08, 2004.**6. REMARK:**

For any questions concerning the technical content of the requirements in this AD, please contact:

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7. APPROVAL:

This AD is approved under EASA reference No 2004-4051 of April 20, 2004.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-103

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luffartstilsynet følgende forskrift om luftdyktighet.

2002-081A ENDRING AV DRIFTSTIMER

Påbudet gjelder:

Alle Eurocopter typer og modeller som er listet i vedlagte kopi av DGAC AD 2002-452(A)R1.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD 2002-452(A)R1.

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av DGAC AD 2002-452(A)R1.

Referanse:

DGAC AD 2002-452(A)R1.

Gyldighetsdato:

2003-05-12.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2002-452(A) R1
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

Various helicopter types

Main rotor and tail rotor dynamic components -
Correction of operating hours (ATA 62, 63, 64, 65)

1. EFFECTIVITY

Helicopters:

- SA 330 F, G and J
- AS 332 C, C1, L and L1
- SA 341 G and SA 342 J
- AS 350 B, BA, BB, B1, B2, B3 and D
- AS 355 E, F, F1, F2 and N
- SA 365 C, C1, C2 and C3
- AS 365 N, N1, N2 and N3

equipped with dynamic components following overhaul (RG) or repair (RE) at the EUROCOPTER helicopter maintenance and overhaul facility (D.E.R.H.), listed in Tables 1 and 2 (as applicable) in paragraph 4 "Appendix" of the Alert Service Bulletins (ASBs) referenced below.

2. REASONS

This Airworthiness Directive (AD) is issued further to the discovery of a discrepancy in the D.E.R.H. computer program used to carry over the number of operating hours of parts following repair (RE) or overhaul (RG), which is the cause of incorrect completion of some Equipment Log Cards (FMEs).

Revision 1 of this AD takes account of the conversion of the EUROCOPTER Alert Telexes into Alert Service Bulletins (ASBs) bearing the same numbers, and with no change to the technical content, except for the specific case described in paragraph 3.5 below.

3. MANDATORY ACTIONS AND COMPLIANCE TIME

The following measures are rendered mandatory from the effective date of the original issue of this AD:

- 3.1. No later than within the next 10 flying hours, using the FMEs of the dynamic components and in accordance with the instructions described in paragraph 2.B.1 of the ASBs referenced below, check whether these dynamic components embody parts that are concerned by this AD.

.../...

April 30, 2003

EUROCOPTER
Various helicopter types

2002-452(A) R1

3.2. If the check carried out in accordance with paragraph 3.1 above does not reveal the existence of a part concerned by this AD, no other action is required as regards this AD.

3.3. If the check reveals the existence of one or more part(s) concerned, comply with the instructions described in paragraph 2.B.2. of the ASBs referenced below.

After correction in accordance with the instructions in paragraph 2.B.2.1 of the ASBs referenced below, if the number of operating hours of a part exceeds its life limit, remove the part concerned or the assembly that embodies the part, at the latest within the next 50 flying hours, in accordance with the instructions described in paragraph 2.B.2.2 of the ASBs referenced below.

3.4. Before installation of dynamic components or parts held as spares following overhaul (RG) or repair (RE) carried out at D.E.R.H., on aircraft, comply with the instructions described in paragraph 2.B. of the ASBs referenced below.

3.5. Specific case concerning the main rotor sleeves PN 330A31-1376-00, -04, -12, -16 and -19 of SA 330 and AS 332 helicopters:

- From the effective date of Revision 1 of this AD, at each check after the last flight of the day, until the TBO limit of the dynamic component concerned is reached, comply with the instructions described in paragraph 2.B.3 and in appended Table 1 of EUROCOPTER SA 330 ASB No. 65.110 and AS 332 ASB No. 62.00.58 referenced below.

REF.: EUROCOPTER Alert Service Bulletins:

SA 330	No. 65.110
AS 332	No. 62.00.58
SA 341/342	No. 65.60
AS 350	No. 62.00.25
AS 355	No. 62.00.27
SA 365 C	No. 65.41
AS 365 N	No. 62.00.19

This Revision 1 replaces the original AD 2002-452(A) dated September 04, 2002.

EFFECTIVE DATES :

Original AD : On receipt, from SEPTEMBER 04, 2002
Revision 1 : MAY 10, 2003

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-104

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luffartstilsynet følgende forskrift om luftdyktighet.

2002-083 MGB – MOBILE COWLING SEALS

Påbudet gjelder:

Alle Eurocopter typer og modeller som er listet i vedlagte kopi av DGAC AD 2002-537-094(A).

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD 2002-537-094 (A).

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av DGAC AD 2002-537-094 (A).

Referanse:

DGAC AD 2002-537-094 (A).

Gyldighetsdato:

2002-11-18.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2002-537-094(A)
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

AS 350 helicopters

MGB - Mobile cowling seals (ATA 53)

1. EFFECTIVITY

AS 350 helicopters versions B, B1, B2, B3, BA, BB and D, delivered before July 1st, 2002.

2. REASON

This Airworthiness Directive (AD) is issued following the discovery of the low fire-resistance of neoprene seals that are bonded to the MGB mobile cowlings. This resistance does not meet the certification criteria. In the event of an uncontrolled fire in the engine compartment, the fire could spread to the MGB compartment.

3. MANDATORY ACTIONS AND COMPLIANCE TIME

The following measures are rendered mandatory from the effective date of this AD:

- On May 31, 2003 at the latest, replace the former neoprene seals on the MGB mobile cowlings with new glass/silicone seals, in compliance with the instructions described in paragraph 2.B. of referenced EUROCOPTER AS 350 Alert Service Bulletin No. 53.00.31.

REF.: EUROCOPTER AS 350 Alert Service Bulletin No. 53.00.31.

EFFECTIVE DATE : NOVEMBER 09, 2002

October 30, 2002

**EUROCOPTER
AS 350 helicopters**

2002-537-094(A)

Luftfartstilsynet
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MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-105

LUFTDYKTIGHETSPÅBUD (LDP)

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2003-003 BREEZE ELLER TRW (or LUCAS or AIR EQUIPMENT) REDNINGSHEIS

Påbudet gjelder:

Alle Eurocopter typer og modeller med redningsheiser installert som listet i vedlagte kopi av DGAC AD 2002-585(A).

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD 2002-585(A).

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av DGAC AD 2002-585(A).

Referanse:

DGAC AD 2002-585(A).

Gyldighetsdato:

2003-01-02.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2002-585(A)
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

AS 350 and AS 355 helicopters

BREEZE or TRW (or LUCAS or AIR EQUIPEMENT) 300 lb. -
Electric hoist installation (ATA 25)

1. EFFECTIVITY

The following helicopters:

- AS 350 helicopters versions B, BA, BB, B1, B2, B3 and D,
- AS 355 helicopters versions E, F, F1, F2 and N,

equipped with the optional BREEZE or TRW (or LUCAS or AIR EQUIPEMENT) 300 lb. electric hoist and hoist box 26 M part number 350A63-1136-00 (AS 350) or 350A63-1136-01 (AS 355), not modified per MOD 073190, and delivered before October 1st, 2002.

2. REASON

This Airworthiness Directive (AD) is issued following the discovery of a case of failure of the emergency release control system to operate due to an anomaly in the electrical control circuit.

3. MANDATORY ACTIONS AND COMPLIANCE TIME

The following measures are rendered mandatory from the effective date of this AD:

3.1. Aircraft equipped with a BREEZE 300 lb. electric hoist:

- No later than within the next 100 flight hours or 2 months (whichever limit is reached first), remove and modify the hoist box in compliance with the instructions described in paragraph 2.B of the EUROCOPTER Alert Service Bulletin (ASB) referenced below, applicable to the helicopter version (No. 25.00.79 for AS 350 or No. 25.00.71 for AS 355).

3.2. Aircraft equipped with a TRW (or LUCAS or AIR EQUIPEMENT) 300 lb. electric hoist:

- No later than within the next 550 flight hours or 12 months (whichever limit is reached first), or before replacing this hoist with a BREEZE hoist, remove and modify the hoist box in compliance with the instructions described in paragraph 2.B of the ASB referenced below, applicable to the helicopter version.

.../...

November 27, 2002

EUROCOPTER
AS 350 and AS 355 helicopters

2002-585(A)

3.3. Hoist boxes held as spares:

- Before installing a hoist box 26 M part number 350A63-1136-00 (AS 350) or part number 350A63-1136-01 (AS 355) on an aircraft, comply with the instructions described in paragraph 2.B.2.b of the ASB referenced below, applicable to the helicopter version.

REF.: EUROCOPTER AS 350 Alert Service Bulletin No. 25.00.79
EUROCOPTER AS 355 Alert Service Bulletin No. 25.00.71.

EFFECTIVE DATE : DECEMBER 07, 2002

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-106

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2003-009 MODIFIKASJON AV DRIVSTOFFILTER

Påbudet gjelder:

Alle Aerospatiale AS 350; utstyrt med drivstoffiltere som listet i vedlagte kopi av DGAC AD 86-77-46(B)R2.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD 86-77-46(B)R2.

Anm.: Denne LDP erstatter og opphever LDP 70A/86.

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av DGAC AD 86-77-46(B)R2.

Referanse:

DGAC AD 86-77-46(B)R2.

Gyldighetsdato:

2003-01-02.

BUREAU VERITAS

AIRWORTHINESS DIRECTIVE

released by Direction Générale de l'Aviation Civile

Inspections and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of "Consigne de Navigabilité"
Réf. : 86-77-46(B)R2
In case of any difficulty, reference should
be made to the French original issue.

AEROSPATIALE AS 350 HELICOPTERS

Fuel Filter

The present Airworthiness Directive is applicable to AEROSPATIALE AS 350 (ECUREUIL and ASTAR) Helicopters fitted with a LEBOZEC and GAUTHIER fuel filter P/N. 432 B 12.3, .3C, .3D or a GUIOT fuel filter P/N. 704A 34.620002, prior to compliance with modification 350A 07.1671.

After compliance with modification 350A 07.1671 the filter part number is 350A 52.1070.00.

Fuel filter leakage was revealed on AS 350 Helicopters.

Leakage may occur at the by-pass valve mounted on the filter casing and at the seal in the bottom of the bowl.

This leakage at the fuel filter may result in engine failure.

The following measure is rendered mandatory (unless already carried out) :

- Ensure compliance with AEROSPATIALE modification 350A 07.1671, as prescribed by AEROSPATIALE SERVICE BULLETIN 28.07, by March 31, 1987 at the latest.

.../..

December 10, 86

AEROSPATIALE AS 350 HELICOPTERS

Ref. : 86-77-46(B)R2

Note : Airworthiness Directives 82.23.23(B), 82.158.27(B), 85.112.41(B) and 86.70.45(B) (fuel filter draining) are no longer effective once compliance with modification 350A 07.1671 has been ensured.

CF. AEROSPATIALE SERVICE BULLETIN N. 28.07.

This Consigne supersedes Consigne 86-77-46(B) Rev. 1 dated June 25, 1986

EFFECTIVE DATE : JUNE 4th, 1986

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-107

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2003-010A ROTOR FLIGHT CONTROL – CYCLIC STICK

Påbudet gjelder:

Alle Aerospatiale AS 355 E, F, F1, F2 og N som beskrevet i vedlagte kopi av DGAC AD F-2003-003 R1.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F-2003-003 R1.

Tid for utførelse:


Til de tider som er beskrevet i vedlagte kopi av DGAC AD F-2003-003 R1.

Referanse:

DGAC AD F-2003-003 R1.

Gyldighetsdato:

2004-04-13.

	AIRWORTHINESS DIRECTIVE No F-2003-003 R1	Distribution: A	Issue date: February 18, 2004	Page : 1/2
	Direction générale de l'aviation civile France <input checked="" type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product. <input type="checkbox"/> as the Registration Airworthiness Authority for the affected aircraft..	This Airworthiness Directive is published by the DGAC : <i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>		
GSAC publication	No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.			
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: 2003-003 original issue		
Person in charge of airworthiness: EUROCOPTER		Type(s): AS 355 helicopters		
Type certificate(s) No. 168 TCDS No 168				
ATA chapter: 67	Subject: Rotor flight controls - Cyclic stick			

1. EFFECTIVITY

AS 355 helicopter versions E, F, F1, F2 and N, modified per MOD 070682 (this MOD forms the subject of EUROCOPTER AS 355 Service Bulletin No. 67.08), and before embodiment of MOD 073179.

The component affected is the lower friction cup PN 350A27-1612-20 of the cyclic stick.

2. REASONS

This Airworthiness Directive (AD) is issued following the discovery of a risk of binding in the cyclic stick "nose-up" control stop position configuration, due to uncovering of the lower friction cup causing interference with the trimming edge of the friction bowl.

Revision 1 of this AD covers the conversion of EUROCOPTER AS 355 Alert Telex No. 67.00.24 R1 into an Alert Service Bulletin (ASB) with the same number, with no change to the technical content.


3. MANDATORY ACTIONS AND COMPLIANCE TIME

The following measures are rendered mandatory from the effective date of the original issue of this AD:

3.1. No later than within one month, and after each readjustment of the cyclic stick longitudinal nose-up control stop, measure the cyclic stick bowl-lower friction cup overlapping in compliance with the instructions described in paragraph 2.B.1 of referenced EUROCOPTER AS 355 ASB No. 67.00.24 R1.

3.2. After compliance has been ensured with paragraph 3.1. above:

- If the overlapping is correct, the cup need not be replaced.
Return the system to original configuration in compliance with the instructions described in paragraph 2.B.3 of the referenced ASB.
- If the overlapping is not correct, no later than within the next 2 months, replace the cup in compliance with the instructions described in paragraph 2.B.2 of the referenced ASB.

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3.3. Before installing a replacement quadrant/cups assembly on aircraft, discard the lower friction cups PN 350A27-1612-20.

4. REFERENCE PUBLICATION:

EUROCOPTER AS 355 Alert Service Bulletin No. 67.00.24
(Any later approved revision of this ASB is acceptable).

5. EFFECTIVE DATES:

Original issue : Upon receipt from January 08, 2003
Revision 1 : February 28, 2004.

6. REMARK:

For any questions concerning the technical content of the requirements in this AD, please contact:

EUROCOPTER (STXI) - Aéroport Marseille Provence, 13725 Marignane Cedex - France
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7. APPROVAL:

This AD is approved under EASA reference No 2004-1054 dated February 10, 2004.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-108

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2003-011A ROTOR FLIGHT CONTROL – CYCLIC STICK

Påbudet gjelder:

Alle Aerospatiale AS 350 B, BA, B1, B2, B3, BB og D som beskrevet i vedlagte kopi av DGAC AD F-2003-002 R1.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F-2003-002 R1.

Tid for utførelse:


Til de tider som er beskrevet i vedlagte kopi av DGAC AD F-2003-002 R1.

Referanse:

DGAC AD F-2003-002 R1.

Gyldighetsdato:

2003-04-13.

	AIRWORTHINESS DIRECTIVE No F-2003-002 R1		Distribution: A	Issue date: February 18, 2004	Page : 1/2
	Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC : <input checked="" type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product. <input type="checkbox"/> as the Registration Airworthiness Authority for the affected aircraft..			<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.					
Corresponding foreign Airworthiness Directive(s): Not applicable			Airworthiness Directive(s) replaced: 2003-002 édition originale		
Person in charge of airworthiness: EUROCOPTER			Type(s): AS 350 helicopters		
Type certificate(s) No. 84 TCDS No 157					
ATA chapter: 67		Subject: Rotor flight controls - Cyclic stick			

1. EFFECTIVITY:

AS 350 helicopter versions B, BA, B1, B2, B3, BB and D, modified per MOD 070682 (this MOD forms the subject of EUROCOPTER AS 350 Service Bulletin No. 67.09), and before embodiment of MOD 073179.

The component affected is the lower friction cup P/N 350A27-1612-20 of the cyclic stick.

2. REASONS:

This Airworthiness Directive (AD) is issued following the discovery of a risk of binding in the cyclic stick "nose-up" control stop position configuration, due to uncovering of the lower friction cup causing interference with the trimming edge of the friction bowl.

Revision 1 of this AD covers the conversion of EUROCOPTER AS 350 Alert Telex No. 67.00.24 R1 into an Alert Service Bulletin (ASB) with the same number, with no change to the technical content.

3. MANDATORY ACTIONS AND COMPLIANCE TIME:

The following measures are rendered mandatory from the effective date of the original issue of this AD:

- 3.1. No later than within one month, and after each readjustment of the cyclic stick longitudinal nose-up control stop, measure the cyclic stick bowl-lower friction cup overlapping in compliance with the instructions described in paragraph 2.B.1 of referenced EUROCOPTER AS 350 ASB No. 67.00.24.
- 3.2. After compliance has been ensured with paragraph 3.1. above:
 - If the overlapping is correct, the cup need not be replaced.
Return the system to original configuration in compliance with the instructions described in paragraph 2.B.3 of the referenced ASB.
 - If the overlapping is not correct, no later than within the next 2 months, replace the cup, compliance with the instructions described in paragraph 2.B.2 of the referenced ASB.

**AIRWORTHINESS DIRECTIVE****No F-2003-002 R1**

Distribution:

A

Issue date:

February 18, 2004

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3.3. Before installing a replacement quadrant/cups assembly on aircraft, discard the lower friction cups PN 350A27-1612-20.

4. REFERENCE PUBLICATION:

EUROCOPTER AS 350 Alert Service Bulletin No. 67.00.24
(Any later approved revision of this ASB is acceptable).

5. EFFECTIVE DATES :

Original issue : On receipt from January 08, 2003
Revision 1 : February 28, 2004

6. REMARK:

For any questions concerning the technical content of the requirements in this AD, please contact:

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7. APPROVAL:

This AD is approved under EASA reference No 2004-1053 dated February 10, 2004.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-109

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luffartstilsynet følgende forskrift om luftdyktighet.

2003-012A ROTOR FLIGHT CONTROLS – COLLECTIVE PITCH LEVER

Påbudet gjelder:

Alle EC 120 B helikopter med serienummer som angitt i DGAC AD F-2002-606 R1.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F-2002-606 R1.

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av DGAC AD F-2002-606 R1.

Referanse:

DGAC AD F-2002-606 R1.

Gyldighetsdato:

2005-07-08.

	AIRWORTHINESS DIRECTIVE No F-2002-606 R1	Distribution: A	Issue date: March 02, 2005	Page : 1/2
Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.				
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: 2002-606 original issue		
Person in charge of airworthiness: EUROCOPTER		Type(s): EC 120 helicopters		
Type certificate(s) No. 189 TCDS No 189				
ATA chapter: 67	Subject: Rotor flight controls - Collective pitch lever			

1. EFFECTIVITY:

EC120 B helicopters with serial numbers below 1344.

Note: This Airworthiness Directive (AD) is intended for maintenance personnel and crews.

2. REASONS:

This AD is issued following a case of stiffening of the collective pitch lever control encountered in flight due to an increase of the friction factor of the friction mechanism pads.

The purpose of Revision 1 of this AD is to cover the conversion of EUROCOPTER EC 120 Alert T... x No. 67A009 into an Alert Service Bulletin (ASB) bearing the same reference number, with no change in the technical content. The effectivity according to the serial number of the helicopter is specified.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures are rendered mandatory:

3.1. For crews, as from the next flight following the effective date of the original issue of this AD, and until compliance is ensured with § 3.2. below:

- Only slightly tighten the collective pitch lever friction,
- If stiff operation is felt in flight with the collective pitch lever, loosen the collective pitch lever friction immediately.

3.2. No later than within 110 flying hours or 3 months following the effective date of the original issue of this AD. (the first limit reached is applicable), secure each pad + spherical bearing element to the lever using adhesive in compliance with the instructions specified in § 2.B.2.a. of referenced EUROCOPTER EC120 Alert Service Bulletin (ASB) No. 67A009.

**AIRWORTHINESS DIRECTIVE****No F-2002-606 R1**

Distribution:

A

Issue date:

March 02, 2005

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3.3. No later than within 110 flying hours or 13 months following compliance with the instructions specified in § 3.2. above (the first limit reached is applicable), check the bonding quality by complying once with the instructions specified in § 2.B.2.b. of the referenced ASB.

3.4. Before installing a replacement friction mechanism on an aircraft, comply with the instructions specified in § 2.B.2.a. of the referenced ASB.

3.5. No later than within 110 flying hours or 13 months following compliance with the instructions specified in § 3.4. above (the first limit reached is applicable), check the bonding quality by complying once with the instructions specified in § 2.B.2.b. of the referenced ASB.

4. REFERENCE PUBLICATION:

EUROCOPTER EC120 Alert Service Bulletin No. 67A009
(Any subsequent approved revision of this ASB is acceptable).

5. EFFECTIVE DATES:

Original issue : Upon receipt as from December 11, 2002
Revision 1 : March 12, 2005.

6. REMARK:

For any questions concerning the technical content of the requirements in this AD, please contact:

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7. APPROVAL:

This AD Revision is approved under EASA reference No 2005-1917 dated February 22, 2005.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-110

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2003-026 TRW SAMM HOVEDSERVOKONTROLLER

Påbudet gjelder:

AS 355 helikopter, alle modeller som er listet i vedlagte kopi av DGAC AD 2003-100(A).

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD 2003-100(A).

Anm.: Denne LDP erstatter og opphever LDP 2001-077

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av DGAC AD 2003-100(A).

Referanse:

DGAC AD 2003-100(A).

Gyldighetsdato:

2003-04-03.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2003-100(A)
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

AS 355 helicopters

Main and Tail TRW SMM servocontrols (ATA 01, 67)

1. EFFECTIVITY:

AS 355 helicopters, versions E, F, F1, F2 and N equipped with the following main and tail TRW SMM servocontrols:

1.1. Main servocontrols, part number SC5083 or SC5084, with part numbers without suffix "V", having the following serial numbers:

- SC5083: S/N from 1500 to 1515 inclusive.
- SC5084: S/N from 722 to 726 inclusive.

1.2. Main and tail servocontrols, part number SC5081-1 or SC5082-1 or SC5083 or SC5084 or SC5071-1 or SC5072, with part numbers without suffix "V", with the following serial numbers:

SC5081-1: S/N 78, 89, 227, 240, 315, 362, 427, 451, 452, 492, 497, 498, 506, 512, 532, 550, 556, 561.

SC5082-1: S/N 045, 180, 194, 197, 254, 264.

SC5083: S/N 01, 03, 05, 082, 17, 21, 40, 43M, 65M, 77, 87, 103M, 106M, 107, 109, 128, 129, 138, 139, 144, 148, 152, 206, 207, 218, 221, 226, 235, 239, 240, 241, 243, 254, 256, 269, 286, 287, 290, 291, 302, 312, 321, 325, 327, 330, 331, 334, 338, 339, 347M, 356M, 365, 371, 372, 378M, 380M, 389, 412M, 418, 423, 428, 439, 484M, 503, 505, 525, 526, 528, 529, 573M, 587, 594M, 598, 612, 622, 1150 to 1155, 1157, 1159 to 1169, 1180 to 1199, 1207, 1208, 1210 to 1259, 1269, 1291 to 1499.

SC5084: S/N 013, 025, 31, 75, 087, 87, 101M, 102, 105, 108, 136, 160, 162, 165M, 203, 205, 205M, 209, 220, 225, 232M, 239M, 267M, 271, 288M, 292, 300, 320, 364M, 458, 612, 627, 630, 632 to 634, 636 to 652, 654, 656 to 660, 682 to 721, 727 to 731, 733 to 756.

SC5071-1: S/N 343, 389.

SC5072: S/N 003, 35, 108, 197, 216M, 253M, 339M, 347M, 432M, 700 to 724, 726 to 744, 763 to 768, 783 to 789, 820 to 883.

Note: Servocontrols with part numbers with suffix "V" have been checked or repaired by TRW SMM. These servocontrols are not covered by this AD.

2. REASONS:

This Airworthiness Directive (AD) is issued following the discovery of a manufacturing fault on a set of main servocontrol rods. Failure of these rods would result in loss of helicopter control.

Furthermore, this AD incorporates and extends the applicability of AD 2001-591-065(A) cancelled by its Revision 1, (EUROCOPTER AS 355 Service Telex No. 01.00.48 related to this AD, is superseded by an ASB with same number).

3. MANDATORY ACTIONS AND COMPLIANCE TIME:

The following actions are rendered mandatory from the effective date of this AD:

- 3.1. Before the next flight, check whether any of the servocontrols listed in paragraph 1.1. or paragraph 1.2. above are installed on the aircraft.
- 3.2. Before resuming flights, replace all servocontrols listed in paragraph 1.1 above with servocontrols that are not specified in this list, in compliance with the instructions described in paragraph 2.A of EUROCOPTER AS 355 Alert Service Bulletin (ASB) No. 01.00.48 referenced below.
- 3.3. Within 550 flight hours or 24 months (whichever limit is reached first), replace all servocontrols listed in paragraph 1.2 above with servocontrols that are not specified in this list, in compliance with the instructions described in paragraph 2.A of the ASB referenced below.
- 3.4. Before installing any servocontrol held as spares, check its part number and serial number against paragraphs 1.1 and 1.2 above.

If the part number of the servocontrol is specified in one of the two lists, replace it in compliance with the instructions described in paragraph 2.A of the ASB referenced below.

REF.: EUROCOPTER AS 355 Alert Service Bulletin No. 01.00.48.

This Airworthiness Directive replaces AD 2001-591-065(A) which is cancelled.

EFFECTIVE DATE :

On receipt from MARCH 05, 2003

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-111

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2003-027 TRW SAMM HOVEDSERVOKONTROLLER

Påbudet gjelder:

AS 350 helikopter, alle modeller som er listet i vedlagte kopi av DGAC AD 2003-099(A).

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD 2003-099(A).

Anm.: Denne LDP erstatter og opphever LDP 2001-077

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av DGAC AD 2003-099(A).

Referanse:

DGAC AD 2003-099(A).

Gyldighetsdato:

2003-04-03.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2003-099(A)
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

AS 350 helicopters

Main and Tail TRW SAMM servocontrols (ATA 01, 67)

1. EFFECTIVITY:

AS 350 helicopters, versions B, BA, B1, B2, B3, BB and D equipped with the following main and tail TRW SAMM servocontrols:

1.1. Main servocontrols, part number SC5083 or SC5084, with part numbers without suffix "V", having the following serial numbers:

- SC5083: S/N from 1500 to 1515 inclusive.
- SC5084: S/N from 722 to 726 inclusive.

1.2. Main and tail servocontrols, part number SC5081-1 or SC5082-1 or SC5083 or SC5084 or SC5071-1 or SC5072, with part numbers without suffix "V", with the following serial numbers:

SC5081-1: S/N 78, 89, 227, 240, 315, 362, 427, 451, 452, 492, 497, 498, 506, 512, 532, 550, 556, 561.

SC5082-1: S/N 045, 180, 194, 197, 254, 264.

SC5083: S/N 01, 03, 05, 082, 17, 21, 40, 43M, 65M, 77, 87, 103M, 106M, 107, 109, 128, 129, 138, 139, 144, 148, 152, 206, 207, 218, 221, 226, 235, 239, 240, 241, 243, 254, 256, 269, 286, 287, 290, 291, 302, 312, 321, 325, 327, 330, 331, 334, 338, 339, 347M, 356M, 365, 371, 372, 378M, 380M, 389, 412M, 418, 423, 428, 439, 484M, 503, 505, 525, 526, 528, 529, 573M, 587, 594M, 598, 612, 622, 1150 to 1155, 1157, 1159 to 1169, 1180 to 1199, 1207, 1208, 1210 to 1259, 1269, 1291 to 1499.

SC5084: S/N 013, 025, 31, 75, 087, 87, 101M, 102, 105, 108, 136, 160, 162, 165M, 203, 205, 205M, 209, 220, 225, 232M, 239M, 267M, 271, 288M, 292, 300, 320, 364M, 458, 612, 627, 630, 632 to 634, 636 to 652, 654, 656 to 660, 682 to 721, 727 to 731, 733 to 756.

SC5071-1: S/N 343, 389.

SC5072: S/N 003, 35, 108, 197, 216M, 253M, 339M, 347M, 432M, 700 to 724, 726 to 744, 763 to 768, 783 to 789, 820 to 883.

Note: Servocontrols with part numbers with suffix "V" have been checked or repaired by TRW SAMM. These servocontrols are not covered by this AD.

.../...

March 05, 2003

EUROCOPTER
AS 350 helicopters

2003-099(A)

2. REASONS:

This Airworthiness Directive (AD) is issued following the discovery of a manufacturing fault on a set of main servocontrol rods. Failure of these rods would result in loss of helicopter control.

Furthermore, this AD incorporates and extends the applicability of AD 2001-590-087(A) cancelled by its Revision 1, (EUROCOPTER AS 350 Service Telex No. 01.00.52 related to this AD, is superseded by an ASB with same number).

3. MANDATORY ACTIONS AND COMPLIANCE TIME:

The following actions are rendered mandatory from the effective date of this AD:

- 3.1. Before the next flight, check whether any of the servocontrols listed in paragraph 1.1. or paragraph 1.2. above are installed on the aircraft.
- 3.2. Before resuming flights, replace all servocontrols listed in paragraph 1.1. above with servocontrols that are not specified in this list, in compliance with the instructions described in paragraph 2.A of EUROCOPTER AS 350 Alert Service Bulletin (ASB) No. 01.00.52 referenced below.
- 3.3. Within 550 flight hours or 24 months (whichever limit is reached first), replace all servocontrols listed in paragraph 1.2. above with servocontrols that are not specified in this list, in compliance with the instructions described in paragraph 2.A of the ASB referenced below.
- 3.4. Before installing any servocontrol held as spares, check its part number and serial number against paragraphs 1.1. and 1.2. above.

If the part number of the servocontrol is specified in one of the two lists, replace it in compliance with the instructions described in paragraph 2.A of the ASB referenced below.

REF.: EUROCOPTER AS 350 Alert Service Bulletin No. 01.00.52.

This Airworthiness Directive replaces AD 2001-590-087(A) which is cancelled.

EFFECTIVE DATE :

On receipt from MARCH 05, 2003

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-112

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

**2003-037 INTERFERENS MELLOM BLØDEVENTILENS UTLØPSRØR OG MOTORENS
BRENNSTOFFRØR**

Påbudet gjelder:

AS 350 B3 helikopter, alle modeller som beskrevet i vedlagte kopi av DGAC AD 2003-208(A).

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD 2003-208(A).

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av DGAC AD 2003-208(A).

Referanse:

DGAC AD 2003-208(A).

Gyldighetsdato:

2003-06-20.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2003-208(A)
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

AS 350 helicopters

Power plant -

Interference between the bleed valve air exhaust duct and the engine fuel line (ATA 71)

1. EFFECTIVITY

AS 350 B3 helicopters equipped with optional engine flushing system and modified per MOD 073098.

2. REASON

This Airworthiness Directive (AD) is issued following a report of damage to the fuel transfer line due to interference associated with vibrations and chafing of the bleed valve air exhaust duct.

3. MANDATORY ACTIONS AND COMPLIANCE TIME

The following actions are rendered mandatory from the effective date of this AD:

3.1. Within 10 flight hours at the latest, in compliance with the instructions described in § 2.B.1 of referenced EUROCOPTER AS 350 Alert Service Bulletin (ASB) No. 71.00.16, for the aircraft delivered before June 07, 2003, check the condition of the fuel transfer line, the condition of the air exhaust duct and the clearances in the interference area and perform the following actions :

3.1.1. In case of wear marks:

- if the depth of the wear marks is less than or equal to 0.05 mm, apply the maintenance procedure defined in the Engine Maintenance Manual.
- if the depth of the deepest wear mark is more than 0.05 mm and less or equal to 0.2 mm, replace the fuel line within the next 50 flight hours or within one month (whichever limit is reached first).
- if the depth of the deepest wear mark is more than 0.2 mm, replace the fuel line in compliance before the next flight.

3.1.2. In case of perforation of the air exhaust duct, replace the duct as soon as possible and before performing any engine flushing operation.

.../...

May 28, 2003

EUROCOPTER
AS 350 helicopters

2003-208(A)

- 3.1.3. In case of insufficient clearances, re-position the air exhaust duct in compliance with § 2.B.2 of the referenced ASB before the next flight.
- 3.2. Whenever work is performed on the bleed valve air exhaust duct and whenever a duct is installed, position the air exhaust duct in compliance with paragraph 2.B.2 of the referenced ASB.

REF.: EUROCOPTER AS 350 Alert Service Bulletin No. 71.00.16.

EFFECTIVE DATE : JUNE 07, 2003

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-113

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2003-053 SPREKKONTROLL AV STC PRODUSERT M/R BLAD/BOLT (STC SH778GL)

Påbudet gjelder:

Eurocopter France helikopter modell SE3160, SA315B, SA316B, SA 316C og SA319B helikopter som har hovedrotorblad produsert i henhold til STC SH778GL som beskrevet i vedlagte kopi av FAA Emergency AD 2003-15-51.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av FAA Emergency AD 2003-15-51.

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av FAA Emergency AD 2003-15-51.

Referanse:

FAA Emergency AD 2003-15-51.

Gyldighetsdato:

2003-08-18.

EMERGENCY AIRWORTHINESS DIRECTIVE



Aircraft Certification Service
Washington, DC

U.S. Department
of Transportation
**Federal Aviation
Administration**

We post Emergency ADs on the internet at "www.faa.gov"

DATE: July 16, 2003
AD #: 2003-15-51

Send to all U.S. owners and operators of Eurocopter France (Eurocopter) Model SE3160, SA315B, SA316B, SA316C, and SA319B helicopters.

This Emergency Airworthiness Directive (EAD) is prompted by a report from the main rotor blade (blade) manufacturer of a cracked blade, which was discovered on May 27, 2003. The cause of the crack is unknown at this time, however investigation indicates that the crack may be attributable to a quality control system problem. The unsafe condition, if not detected, could result in failure of a blade and subsequent loss of control of the helicopter.

The FAA has reviewed Rotor Trends, LLC Service Bulletin No. 01.03, dated July 9, 2003, which describes procedures for initial and repetitive inspections of the blade root end bolts (bolts) and bolt holes for a crack or corrosion using a 10x magnifying glass and light. A one-time pull test on the blade root end fittings (fittings) and blade root end doublers (doubblers) to detect disbonding is also described. If a crack is found on a blade fitting or in a bolt hole, or if any corrosion is found in a bolt hole or radiating from a bolt hole, or if disbonding is detected in the blade fittings or doublers, removing the blade and replacing it with an airworthy blade is specified. If corrosion is detected only on bolts, replacing the affected bolts with airworthy bolts is specified.

The unsafe condition previously described is likely to exist or develop on other helicopters of the same type design with a blade installed that was produced under a Parts Manufacturer Approval approved by Supplemental Type Certificate SH778GL. Therefore, this AD requires, for blades, part number (P/N) L3160-100-01 (all serial numbers), within 10 hours time-in-service (TIS) or 30 days, whichever occurs first, inspecting the blade bolts and bolt holes for a crack or corrosion using a 10x or higher magnifying glass and light. If a crack is found on a blade fitting or in a bolt hole, or if any corrosion is found in a bolt hole or radiating from a bolt hole, removing the blade and replacing it with an airworthy blade is required. If corrosion is detected only on bolts, replacing the affected bolts with airworthy bolts, P/N NAS1105, is required. This AD also requires, for blades, P/N L3160-100-01, serial numbers 600 through 671, within 50 hours TIS or 90 days, whichever occurs first, a one-time pull test on the blade fittings and doublers to detect disbonding. The actions must be accomplished in accordance with the service bulletin described previously.

This rule is issued under 49 U.S.C. Section 44701 pursuant to the authority delegated to me by the Administrator, and is effective immediately upon receipt of this emergency AD.

2003-15-51 EUROCOPTER FRANCE: Docket No. 2003-SW-34-AD.

Applicability: Model SE3160, SA315B, SA316B, SA316C, and SA319B helicopters, with main rotor blade (blade), part number (P/N) L3160-100-01, produced under a Parts Manufacturer Approval approved by Supplemental Type Certificate SH778GL, installed, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of a blade and subsequent loss of control of the helicopter, accomplish the following:

(a) For helicopters that have a blade, part number (P/N) L3160-100-01 (all serial numbers), installed, within 10 hours time-in-service (TIS) or 30 days, whichever occurs first, using a 10x or higher magnifying glass, visually inspect each blade root end bolt (bolt) and bolt hole for corrosion in a bolt hole or radiating from a bolt hole, or for a crack on a blade root end fitting (fitting) or in a bolt hole, in accordance with Part A of Rotor Trends, LLC Service Bulletin No. 01.03, dated July 9, 2003 (SB).

(b) If corrosion or a crack is found, replace the blade with an airworthy blade before further flight. If corrosion is detected only on a bolt, P/N NAS1105, replace the affected bolt with an airworthy bolt before further flight.

(c) For helicopters that have a blade, P/N L3160-100-01, serial numbers 600 through 671, installed, within 50 hours TIS or 90 days, whichever occurs first, conduct a one-time pull test on each fitting and blade root end doubler to detect disbonding in accordance with Part B of the SB, except that you are not required to contact or return a form to Rotor Trends, LLC.

(d) If disbonding is detected, replace the blade with an airworthy blade before further flight.

(e) 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 Los Angeles Aircraft Certification Office, Transport Airplane Directorate, FAA, for information about previously approved alternative methods of compliance.

(f) Special flight permits will not be issued.

(g) Copies of the applicable service information may be obtained from Rotor Trends, LLC, 1715 N. Pinal Avenue, Casa Grande, Arizona 85222, telephone: (520) 421-7482, fax: (520) 421-7458, Email: jmp@helisupport.com.

(h) **Emergency AD 2003-15-51, issued July 16, 2003, becomes effective upon receipt.**

FOR FURTHER INFORMATION CONTACT: Jon Mowery, Aviation Safety Engineer, FAA, Los Angeles Aircraft Certification Office, Airframe Branch, 3960 Paramount Blvd., Lakewood, California 90712, telephone (562) 627-5322, fax (562) 627-5210.

Issued in Fort Worth, Texas, on July 16, 2003.

Kim Smith,
Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-114

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2003-056 A "BATTERY LUG CONNECTION"

Påbudet gjelder:

AS 350 helikopter, alle modeller som er beskrevet i vedlagte kopi av DGAC AD F 2003-260 R1.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F 2003-260 R1.

Tid for utførelse:


Før første flyging.

Referanse:

DGAC AD F 2003-260 R1.

Gyldighetsdato:

2004-08-23.

 Direction générale de l'aviation civile France	AIRWORTHINESS DIRECTIVE No F-2003-260 R1	Distribution: A	Issue date: June 09, 2004	Page : 1/2
	This Airworthiness Directive is published by the DGAC : <input checked="" type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product. <input type="checkbox"/> as the Registration Airworthiness Authority for the affected aircraft..		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
GSAC publication	No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.			
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: 2003-260 original issue		
Person in charge of airworthiness: EUROCOPTER		Type(s): AS 350 helicopters		
Type certificate(s) No. 84 TCDS No 157				
ATA chapter: 24	Subject: Electrical power - Battery lug connection			

1. EFFECTIVITY:

AS 350 helicopter versions B, BA, BB, B1, B2, B3 and D, pre-MOD 073226 (subject of EUROCOPTER AS 350 Service Bulletin No. 24.00.11).

2. REASONS:

This Airworthiness Directive (AD) is issued following the discovery of an installation anomaly affecting the battery lug assembly, which caused a short circuit and the complete loss of the electrical power generating system and the direct battery.

Revision 1 of this AD covers the conversion of EUROCOPTER Alert Telex No. 24.00.10 into an Alert Service Bulletin (ASB) with the same reference number, with no change to the technical content, and excludes effectivity for helicopters modified per MOD 073226.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures were rendered mandatory from the effective date of the original issue of this AD:

- 3.1. Before the next flight, check that the lug/angled plate assembly location meets the requirements and that the protecting sheath is not damaged, in compliance with the instructions described in paragraph 2.B. of referenced EUROCOPTER AS 350 ASB No. 24.00.10.
- 3.2. Repeat the check in paragraph 3.1. whenever a battery is removed/installed.

4. REFERENCE PUBLICATION:

EUROCOPTER AS 350 Alert Service Bulletin No. 24.00.10.
 (Any subsequent approved revision to the ASB is acceptable).

**AIRWORTHINESS DIRECTIVE****No F-2003-260 R1**

Distribution:

A

Issue date:

June 09, 2004

Page:

2/2**5. EFFECTIVE DATES:****Original issue** : Upon receipt, as from July 9, 2003**Revision 1** : June 19, 2004.**6. REMARK:**

For any questions concerning the technical content of the requirements in this AD, please contact:

EUROCOPTER (STXI) – Aéroport de Marseille Provence, 13725 Marseilles Cedex - France

Phone: +33 (0)4 42 85 97 97 – Fax: +33 (0)4 42 85 99 66

E-mail: Directive.technical-support@eurocopter.com

7. APPROVAL:

This AD Revision is approved under EASA reference No 2004-5879 dated June 02, 2004.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-115

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2003-068A "ENGINE MOUNT AND ENGINE-TO-MGB COUPLING TUBE ASSEMBLY"

Påbudet gjelder:

EC 120 B helikopter, alle modeller som er beskrevet i vedlagte kopi av DGAC AD F-2003-325 R1.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F-2003-325 R1.

Tid for utførelse:


Til de tider som er beskrevet i vedlagte kopi av DGAC AD F-2003-325 R1.

Referanse:

DGAC AD F-2003-325 R1.

Gyldighetsdato:

2004-06-28.

	AIRWORTHINESS DIRECTIVE No F-2003-325 R1		Distribution: A	Issue date: May 12, 2004	Page : 1/3
	Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC : <input checked="" type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product. <input type="checkbox"/> as the Registration Airworthiness Authority for the affected aircraft..		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.					
Corresponding foreign Airworthiness Directive(s): Not applicable			Airworthiness Directive(s) replaced: 2003-325 original issue		
Person in charge of airworthiness: EUROCOPTER			Type(s): EC 120 helicopters		
Type certificate(s) No. 189 TCDS No 189					
ATA chapter: 63, 05, 71	Subject: Rotor drive - Engine mount and engine-to-main gear box (MGB) coupling tube assembly				

1. EFFECTIVITY:

EC 120 B helicopters

- fitted with engine-to-MGB coupling tube assembly P/N C631A1101101,
- fitted with the engine mount comprising the parts specified in § 1.A. of referenced EUROCOPTER EC 120 Alert Service Bulletin (ASB) No. 04A005.

2. REASONS:

This Airworthiness Directive (AD) is issued following a case of cracking detected on a reinforced coupling tube, which may lead to engine-to-MGB coupling failure and subsequently to autorotation.

This AD covers the requirements of AD 2000-176-004, which is cancelled by its Revision 3.

In addition, this AD incorporates the inspection intervals and service life limit of the coupling tubes introduced by Revision 2 of ASB No. 05A003. It also renders the engine mount described in § 1 above as unfit for flight, in compliance with ASB No. 04A005.

Revision 1 of this AD takes into account Revision 3 of ASB No. 05A003 by incorporating the consequences of compliance, if applicable, with EUROCOPTER EC 120 Service Bulletins (SB) No. 71.003 (Improvement of the Engine Mount) and/or No. 71.005 (Installation of a New Spring-Loaded Engine Suspension).

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

- 3.1. Aircraft fitted with an engine mount block NOT modified as per EUROCOPTER EC 120 SB No. 71.003 and with serial numbers lower than 1170 AND which have not been modified in compliance with EUROCOPTER EC 120 Service Bulletin (SB) No. 71.005:



3.1.1. Reminder of the actions required for compliance with AD 2000-176-004 R2:

Unless already accomplished, the following actions were rendered mandatory from the effective date of the original issue of Airworthiness Directive 2000-176-004 i.e. on receipt of the "telegraphic" AD issued on April 21, 2000:

- a) Prior to the next flight, perform a visual crack detection inspection on the cylindrical body of the coupling tube on both sides of the MGB coupling tube attachment fitting, in compliance with the instructions specified in paragraph 2.B. of referenced EUROCOPTER ASB No. 05A003.
- b) Immediately remove and replace any coupling tube which has one or more cracks.
- c) At each check after the last flight of the day, without exceeding 5 flight hours, repeat the operations described in § a) and b) above.

Note that, for aircraft not modified as per SB No. 71.003 or SB No. 71.005, the service life limit of the coupling tubes specified in § 1 above is 1,000 flight hours.

3.1.2. Actions required for compliance with the original issue of this AD:

The following actions were rendered mandatory from the effective date of the original issue of this AD:

- a) From June 30, 2004, the parts referenced in § 1.A of referenced EC 120 ASB No. 04A005 will be unfit for flight.
- b) In the next scheduled inspection and at the latest by June 30, 2004, the engine mountbase must be checked as per the instructions given in § 2.B of referenced EUROCOPTER EC 120 ASB No. 04A005.

3.2. Aircraft fitted with an engine mount block modified in compliance with EUROCOPTER EC 120 SB No. 71.003 or with serial numbers equal to or higher than 1170 AND that have not be modified in compliance with EUROCOPTER EC 120 SB No. 71.005:

The following operations were rendered mandatory from the effective date of the original issue of this AD:

3.2.1. Within 25 flight hours, then at intervals of no more than 25 flight hours, visually check the condition of the coupling tube in compliance with the instructions described in § 2.B. of referenced EUROCOPTER EC 120 ASB No. 05A003 R3.

3.2.2. Immediately remove and replace any coupling tube which has one or more cracks.

3.2.3. In this case, the service life limit of the coupling tubes referenced in § 1 above is 20,000 flight hours.

3.3. Aircraft that have been modified in compliance with EUROCOPTER EC 120 SB No. 71.005: (Spring-Loaded Suspension Engine Mount)

From the effective date of Revision 1 of this AD:

3.3.1. The service life limit for the coupling tube referenced in § 1 above is extended to 20,000 flight hours.

3.3.2. The inspections of the coupling tube every 5 hours/at each flight related check or every 25 flight hours are cancelled.

**AIRWORTHINESS DIRECTIVE****No F-2003-325 R1**

Distribution:

A

Issue date:

May 12, 2004

Page:

3/3**3.4. Spare Parts:**

From the effective date of Revision 1 of this AD:

3.4.1. Coupling tubes specified in § 1, held as spares AND having flown on an aircraft "prior to compliance with SB No. 71.005", must undergo a dye penetrant crack detection inspection in accordance with the instructions specified in § 2.B of referenced SB No. 71.005 before they are re-installed on aircraft "after compliance with SB No. 71.005".

3.4.2. After installing on an aircraft a coupling tube specified in paragraph 1, held as spares, comply with the instructions described in § 3.1. or in 3.2. or in 3.3. above, depending on whether the aircraft has not been fitted or has been fitted with an engine mount block modified in compliance with SB No. 71.003 and depending on whether the aircraft has been modified in compliance with SB No. 71.005 for installing a spring-loaded engine suspension.

4. REFERENCE PUBLICATIONS:

EUROCOPTER EC 120 Alert Service Bulletins No. 05A003 R3 and No. 04A005,

EUROCOPTER EC 120 Service Bulletins No. 71.003 and No. 71.005.

(Any subsequent approved revision to the Alert Service Bulletins and Service Bulletins is acceptable).

5. EFFECTIVE DATES:

Original issue : Upon receipt, from September 13, 2003

Revision 1 : May 22, 2004.

6. REMARK:

For any questions concerning the technical content of the requirements in this AD, please contact:

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E-mail: Directive.technical-support@eurocopter.com

7. APPROVAL:

This AD is approved under EASA reference No 2004-4810 of May 05, 2004.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-116

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2003-070A ROTOR FLIGHT CONTROL – LÅSING AV STOPPSKRUER

Påbudet gjelder:

Eurocopter helikopter, alle modeller som er beskrevet i vedlagte kopi av DGAC AD F-2003-322 R1.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F-2003-322 R1.

Tid for utførelse:


Til de tider som er beskrevet i vedlagte kopi av DGAC AD F-2003-322 R1.

Referanse:

DGAC AD F-2003-322 R1.

Gyldighetsdato:

2004-06-28.

	AIRWORTHINESS DIRECTIVE No F-2003-322 R1		Distribution: A	Issue date: May 26, 2004	Page : 1/2
	Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC : <input checked="" type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product. <input type="checkbox"/> as the Registration Airworthiness Authority for the affected aircraft..		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.					
Corresponding foreign Airworthiness Directive(s): Not applicable			Airworthiness Directive(s) replaced: 2003-322 original issue		
Person in charge of airworthiness: EUROCOPTER			Type(s): AS 350, AS 355, EC 130, AS 365 N, SA 366, EC 155 and EC 120 helicopters		
Type certificate(s) No. 84, 168, 86, 189 TCDS No 157, 168, 159, 189					
ATA chapter: 67		Subject: Rotor flight controls - Double locking of the stop screws			

1. EFFECTIVITY:

The following helicopters:

- AS 350 B, BA, BB, B1, B2, B3 and D before embodiment of MOD 073206 or MOD 073102.
 Components affected: Roll, pitch and collective flight control stops.
- AS 355 E, F, F1, F2 and N
- EC 130 B4
- AS 365 N, N1, N2 and N3 before embodiment of MOD 0767B58.
 Components affected: Yaw channel auxiliary flight control stops
- SA 366 G1
- EC 155 B and B1
- EC 120 B delivered before June 30, 2003.
 Components affected: Roll, pitch and collective flight control stops.

2. REASONS:

This Airworthiness Directive (AD) is issued to prevent the flight control stop screws from loosening, which could lead to misadjustment of the stops.

Revision 1 of this AD covers Revisions of the referenced Alert Service Bulletins (ASB), with no change to the technical content but with additional information for AS 350, AS 355 and EC 130 helicopters in the "EFFECTIVITY" paragraph.

**AIRWORTHINESS DIRECTIVE****No F-2003-322 R1**

Distribution:

A

Issue date:

May 26, 2004

Page:

2/2**3. MANDATORY ACTIONS AND COMPLIANCE TIMES:**

The following measures were rendered mandatory from the effective date of the original issue of this AD.

- 3.1. Within 100 flying hours, check and, if necessary, adjust the stops in compliance with the instructions described in paragraph 2.B.1 of the referenced Alert Service Bulletin (ASB) applicable to the type of helicopter.
- 3.2. Within 500 flying hours or within one year at the latest (whichever limit is reached first), seal the stop screws in compliance with the instructions described in paragraph 2.B.2 of the referenced ASB applicable to the type of helicopter.

4. REFERENCE PUBLICATIONS:

EUROCOPTER Alert Service Bulletins:	AS 350	No. 67.00.25 R1
	AS 355	No. 67.00.25 R1
	EC 130	No. 67A004 R1
	AS 365 N	No. 67.00.09 R1
	SA 366	No. 67.04 R1
	EC 155	No. 67A003 R1
	EC 120	No. 67A010 R2

(Any subsequent approved revision of these ASB is acceptable).

5. EFFECTIVE DATES:

Original issue : September 13, 2003
Revision 1 : June 05, 2004.

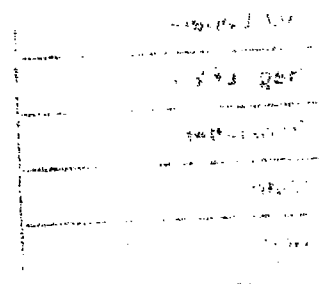
6. REMARK:

For any questions concerning the technical content of the requirements in this AD, please contact:

EUROCOPTER (STXI) – Aéroport de Marseille Provence, 13725 Marignane Cedex – France
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7. APPROVAL:

This AD Revision is approved under EASA reference No 2004-5339 dated May 17, 2004.



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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-117

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2003-071 STA SH92-13 - HOVEDROTORBLADER

Påbudet gjelder:

Eurocopter helikopter, alle modeller som har hovedrotorblader installert i henhold til STC STA SH92-13 og som er beskrevet i vedlagte kopi av Kanadisk AD CF-2003-19.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av Kanadisk AD CF-2003-19.

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av Kanadisk AD CF-2003-19.

Referanse:

Kanadisk AD CF-2003-19.

Gyldighetsdato:

2003-09-23.




No.	1/1
CF-2003-19	
Issue Date	
21 July 2003	

AIRWORTHINESS DIRECTIVE

The following airworthiness directive (AD) may be applicable to an aircraft which our records indicate is registered in your name. ADs are issued pursuant to *Canadian Aviation Regulation (CAR) 593*. Pursuant to CAR 605.84 and the further details of CAR Standard 625, Appendix H, the continuing airworthiness of a Canadian registered aircraft is contingent upon compliance with all applicable ADs. Failure to comply with the requirements of an AD may invalidate the flight authorization of the aircraft. Alternative means of compliance shall be applied for in accordance with CAR 605.84 and the above-referenced Standard.

This AD has been issued by the Continuing Airworthiness Division (AARDG), Aircraft Certification Branch, Transport Canada, Ottawa, telephone (613) 952-4357.

- Number:** CF-2003-19
- Subject:** Eurocopter France (Aerospatiale) SE3160, SA315B, SA316B, SA316C, SA319B - Main Rotor Blades
- Effective:** 21 July 2003
- Applicability:** Eurocopter France (Aerospatiale) Helicopters Models: SE3160, SA315B, SA316B, SA316C, SA319B incorporating Main Rotor Blades (MRB) P/N L3160-100-01 (all serial numbers) installed in accordance with Supplemental Type Approval STA SH92-13.
- Compliance:** Required as indicated, unless already accomplished.
- Background:** A cracked MRB has been reported by the blade manufacturer, Rotor Trends, LLC. Accordingly, the manufacturer has issued Service Bulletin No. 01.03. to provide for the early detection of possible cracking and a pull test to detect disbonding.
- Corrective Actions:**
- Initial inspection:**
Within 10 hours air time or 30 days, whichever occurs first after the effective date this directive, comply with the inspection requirements and removal from service as per criteria specified in Part A of Service Bulletin (SB) No. 01.03.
- Repetitive inspection:**
At intervals not to exceed 500 hours air time or yearly, whichever occurs first after the initial compliance with this directive, comply with the inspection requirements and removal from service as per criteria specified in Part A of SB No. 01.03.
- Pull Test:**
Within 50 hours air time, or 90 days, whichever occurs first, after the effective date of this directive, conduct a one-time pull test on each fitting and blade root end doubler to detect disbonding in accordance with Part B of the SB No. 01.03. If disbonding is detected, replace the blade before further flight.
- Authorization:** For Minister of Transport
- 
R. A. Raoux
Acting Chief, Continuing Airworthiness
- Contact:** Mr. Bogdan Gajewski, Continuing Airworthiness, Ottawa, telephone (613) 952-4450, facsimile (613) 996-9178 or e-mail gajewsb@tc.gc.ca or any Transport Canada Centre.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-118

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2003-083 KONTROLL AV "COLLECTIVE LEVER LOCK"

Påbudet gjelder:

Eurocopter AS 350 helikopter, alle modeller som er beskrevet i vedlagte kopi av DGAC AD 2003-406(A).

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD 2003-406(A).

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av DGAC AD 2003-406(A).

Referanse:

DGAC AD 2003-406(A).

Gyldighetsdato:

2003-12-08.

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2003-406(A)
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

AS 350 helicopters

Rotor flight controls - Collective lever lock (ATA 67)

1. EFFECTIVITY

AS 350 helicopter versions B, BA, BB, B1, B2, B3 and D fitted with the pilot collective lever locking system: Locks PN 350A77.1309.xx and 350A27.3155.20.

2. REASONS

This Airworthiness Directive (AD) is issued following a case of the collective lever becoming unlocked due to excessive wear on the lock, which led to untimely takeoff and caused the aircraft to overturn.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES

The following measures are rendered mandatory from the effective date of this AD.

3.1. Within the next 50 flight hours, check wear on the lock by measuring the dimension "C" on the collective lever, in compliance with the instructions given in paragraph 2.B.2 of referenced EUROCOPTER AS 350 Alert Service Bulletin (ASB) No. 67.00.27.

3.2. If dimension "C" is:

- Greater than 0.7 mm: Leave as is.
- Between 0.7 and 0.5 mm: Replace or turn the lock in compliance with the instructions given in paragraph 2.B.3 of the referenced ASB, no later than within the next 100 flight hours.
- Less than 0.5 mm: Replace or turn the lock in compliance with the instructions given in paragraph 2.B.3 of the referenced ASB, before the next flight.

REF.: EUROCOPTER AS 350 Alert Service Bulletin No. 67.00.27.
(or any approved further revision of this ASB)

EFFECTIVE DATE: NOVEMBER 08, 2003

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-119

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2004-006A HOVEDGEARBOXENS (MGB) FRIHJUL

Påbudet gjelder:

Eurocopter AS 355 helikopter, alle modeller som er beskrevet i vedlagte kopi av DGAC AD F-2003-454 R1.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F-2003-454 R1.

Tid for utførelse:


Til de tider som er beskrevet i vedlagte kopi av DGAC AD F-2003-454 R1.

Referanse:

DGAC AD F-2003-454 R1.

Gyldighetsdato:

2004-03-01.

	AIRWORTHINESS DIRECTIVE No F-2003-454 R1	Distribution: A	Issue date: February 04, 2004	Page : 1/2
	Direction générale de l'aviation civile France	This Airworthiness Directive is published by the DGAC : <input checked="" type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product. <input type="checkbox"/> as the Registration Airworthiness Authority for the affected aircraft..		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>
GSAC publication	No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.			
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: F-2003-454 original issue		
Person in charge of airworthiness: EUROCOPTER		Type(s): AS 355 helicopters		
Type certificate(s) No. 168 TCDS No 168				
ATA chapter: 63	Subject: Rotor drive - Main gearbox (MGB) free-wheel			

1. EFFECTIVITY:

AS 355 helicopter versions E, F, F1, F2 and N, equipped with MGB comprising:

- a bevel reduction gear delivered by EUROCOPTER, Marignane works, having logged less than 10 flying hours since new or since overhaul or since repair, and/or
- a combiner gearbox delivered by EUROCOPTER, Marignane works, and having logged less than 10 flying hours since new or since overhaul or since repair.

2. REASONS:

This Airworthiness Directive (AD) is issued following a case of MGB free-wheel slippage with resulting engine shut-down due to overspeed, which occurred during the single-engine phase of an acceptance flight at EUROCOPTER works.

The purpose of Revision 1 of this AD is to:

- take into account Revision 1 of EUROCOPTER AS 355 Alert Telex No. 63.00.21,
- clarify the wording of paragraph 1 above,
- cancel, in certain conditions, the flight prohibition for bevel reduction gears listed in paragraph 1 held as spares.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

3.1. The following measures are rendered mandatory from the effective date of the original issue of this AD:

- 3.1.1. For aircraft equipped with at least one of the dynamic components listed in paragraph 1 above, having logged less than 10 flying hours since new or overhaul or repair: flights are prohibited.
- 3.1.2. For aircraft equipped with the dynamic components listed in paragraph 1 above, having logged 10 flying hours or more since new or overhaul or repair: flights can be continued.



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No F-2003-454 R1

Distribution:
A

Issue date:
February 04, 2004

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3.2. Dynamic components listed in paragraph 1 above and held as spares:

3.2.1. Combiner gearbox:

The following measure is rendered mandatory from the effective date of the original issue of this AD: Comply with the instructions in paragraph 3.1.1. or 3.1.2. according to the flying hours.

3.2.2. Bevel reduction gear:

From the effective date of Revision 1 of this AD, a bevel reduction gear, as listed in paragraph 1, can be installed on aircraft after cleaning in accordance with the procedure described in paragraph 2.B of the Alert Telex mentioned as reference, only as replacement of a bevel reduction gear not listed in paragraph 1 above.

4. **REFERENCE PUBLICATION:**

EUROCOPTER AS 355 Alert Telex No. 63.00.21 R1
(any subsequent approved revision of this Alert Telex is acceptable).

5. **EFFECTIVE DATES:**

Original AD: On receipt of the Emergency AD issued on December 11, 2003.
Revision 1: On receipt from February 04, 2004.

6. **REMARK:**

For any questions concerning the technical content of the requirements in this AD, please contact:

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7. **APPROVAL:**

This AD is approved under EASA reference No 2004-762 dated January 28, 2004.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-120

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2004-007B "TAIL ROTOR DRIVE SHAFT DAMPER"

Påbudet gjelder:

Eurocopter EC 120 B helikopter, alle serienummer som beskrevet i vedlagte kopi av DGAC AD F-2003-465 R2.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F-2003-465 R2.

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av DGAC AD F-2003-465 R2.

Referanse:

DGAC AD F-2003-465 R2.

Gyldighetsdato:

2005-11-01.

	AIRWORTHINESS DIRECTIVE No F-2003-465 R2		Distribution: A	Issue date: July 20, 2005	Page : 1/2
	Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.					
Corresponding foreign Airworthiness Directive(s): Not applicable			Airworthiness Directive(s) replaced: F-2003-465 R1		
Person in charge of airworthiness: EUROCOPTER			Type(s): EC 120 helicopters		
Type certificate(s) No. 189 TCDS No 189					
ATA chapter: 65	Subject: Tail rotor drive - Tail rotor drive shaft damper				

1. EFFECTIVITY:

EC 120 B helicopters with serial numbers up to 1362 inclusive.

2. REASONS:

This Airworthiness Directive (AD) is issued following the discovery of a case of incorrect tail rotor drive shaft damper positioning. The incorrect positioning led to interference of the two damper half-clamps with the drive shaft tube and caused a score on the shaft. In time, this interference could result in tail rotor drive shaft failure.

Revision 1 of this Airworthiness Directive covered Revision 1 of referenced EUROCOPTER EC 120 Alert Telex (AT) No. 65A004 R1 and introduced in the "Operational Procedure" chapter the reference number of the Rework Sheet that enables operators to reposition the tail rotor drive shaft damper.

Revision 2 of this AD covers the conversion of EUROCOPTER EC 120 AT No. 65A004 R1 into an Alert Service Bulletin (ASB) bearing the same reference number, and with no change to the technical content.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:


3.1. The following measures are rendered mandatory as from the effective date of the original issue of this AD.

3.1.1. Helicopters having logged less than 500 flying hours:

- At the latest at 550 flying hours, check the positioning of the two half-clamps with respect to the friction ring, in compliance with the instructions described in § 2.B. of the referenced ASB.

3.1.2. Helicopters having logged 500 flying hours or more:

- No later than within the next 50 flying hours, check the positioning of the two half-clamps with respect to the friction ring, in compliance with the instructions described in § 2.B. of the referenced ASB.

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3.2. As from the effective date of Revision 1 of this AD, if on completion of the checks performed in accordance with § 3.1.1. and § 3.1.2., the two half-clamps are not fully positioned on the friction ring, embody Rework Sheet No. EC 120-53-02-04, appended to the referenced ASB.

Note: The new provisions introduced by Revision 1 do not affect the steps taken in compliance with the original edition of the AD.

4. **REFERENCE PUBLICATION:**

EUROCOPTER EC 120 B Alert Service Bulletin No. 65A004
(Any subsequent approved revision to this ASB is acceptable).

5. **EFFECTIVE DATES:**

Original issue : On receipt of the emergency AD issued on December 22, 2003
Revision 1 : On receipt, as from March 03, 2004
Revision 2 : July 30, 2005.

6. **REMARK:**

For any questions concerning the technical content of the requirements in this AD, please contact:

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7. **APPROVAL:**

This AD Revision is approved under EASA reference No 2005-6076 dated July 12, 2005.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-122

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luffartstilsynet av 10. desember 1999 nr. 1273

2004-021 **MODIFISERING AV "FUEL BLEED LEVER"**

Påbudet gjelder:

Eurocopter AS 350 helikopter, alle modeller som er beskrevet i vedlagte kopi av DGAC AD F-2004-033.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F-2004-033.

Tid for utførelse:


Til de tider som er beskrevet i vedlagte kopi av DGAC AD F-2004-033.

Referanse:

DGAC AD F-2004-033.

Gyldighetsdato:

2004-04-13.

	AIRWORTHINESS DIRECTIVE No F-2004-033		Distribution: A	Issue date: March 17, 2004	Page : 1/2
	Direction générale de l'aviation civile France	This Airworthiness Directive is published by the DGAC : <input checked="" type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product. <input type="checkbox"/> as the Registration Airworthiness Authority for the affected aircraft..		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
GSAC publication	No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.				
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: None			
Person in charge of airworthiness: EUROCOPTER		Type(s): AS 350 helicopters			
Type certificate(s) No. 84 TCDS No 157					
ATA chapter: 28	Subject: Fuel - Fuel bleed lever				

1. EFFECTIVITY:

AS 350 helicopter versions B, BA, BB, B1, B2, B3 and D, pre-MOD 073239.

2. REASON:

This Airworthiness Directive (AD) is issued following some cases of loss of the fuel bleed lever in flight, on AS 350 helicopters which could have led to a collision with the tail rotor.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures are rendered mandatory from the effective date of this AD:


- 3.1. No later than within 100 flying hours or 6 months (whichever limit is reached first), remove and modify the fuel bleed lever in compliance with the instructions described in paragraphs 2.B and 2.C of referenced EUROCOPTER AS 350 Alert Service Bulletin (ASB) No. 28.00.16.
- 3.2. Before installation on an aircraft of a fuel bleed lever held as spares, comply with the instructions described in paragraphs 2.B and 2.C of the referenced ASB.

4. REFERENCE PUBLICATION:

EUROCOPTER AS 350 Alert Service Bulletin No. 28.00.16
 (Any subsequent approved revision of this ASB is acceptable).

5. EFFECTIVE DATE:

Upon receipt from March 17, 2004.

	AIRWORTHINESS DIRECTIVE No F-2004-033	Distribution: A	Issue date: March 17, 2004	Page: 2/2
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6. REMARK:

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7. APPROVAL:

This AD is approved under EASA reference No 2004-2105 dated March 09, 2004.

BLANK

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-123

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2004-022 "REAR STRUCTURE JUNCTION FRAME"

Påbudet gjelder:

Eurocopter AS 350 helikopter, alle modeller som er beskrevet i vedlagte kopi av DGAC AD F-2004-035.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F-2004-035.

Tid for utførelse:


Til de tider og intervaller som er beskrevet i vedlagte kopi av DGAC AD F-2004-035.

Referanse:

DGAC AD F-2004-035.

Gyldighetsdato:

2004-04-13.

	AIRWORTHINESS DIRECTIVE No F-2004-035		Distribution: A	Issue date: March 17, 2004	Page : 1/3
	Direction générale de l'aviation civile France	This Airworthiness Directive is published by the DGAC : <input checked="" type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product. <input type="checkbox"/> as the Registration Airworthiness Authority for the affected aircraft..		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
GSAC publication	No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.				
Corresponding foreign Airworthiness Directive(s): Not applicable			Airworthiness Directive(s) replaced: None		
Person in charge of airworthiness: EUROCOPTER			Type(s): AS 350 helicopters		
Type certificate(s) No. 84 TCDS No 157					
ATA chapter: 53	Subject: Fuselage - Rear structure junction frame				

1. **EFFECTIVITY:**

AS 350 helicopter versions B, BA, BB, B1, B2, B3 and D

- pre-MOD 073215, or
- not equipped with the four reinforcement angles, P/Nos. 350A08.2493.20 / .21 / .22 / .23, following the repair carried out in accordance with MRM Work Card 53.10.22.772.

2. **REASONS:**

This Airworthiness Directive (AD) is issued following some cases of cracks discovered in the rear structure/tail boom junction frame.

In these conditions, and with a high thrust load from the tail rotor, the strength margins of this junction may be insufficient.

3. **MANDATORY ACTIONS AND COMPLIANCE TIMES:**

The following measures are rendered mandatory from the effective date of this AD:

3.1. For aircraft not equipped with two reinforcement angles on the RH side of the rear frame in accordance with the repair defined on MRM Work Card 53.10.22.772:

3.1.1. Aircraft that have logged less than 2,600 flying hours:

- at 2,700 flying hours at the latest, comply with the instructions described in paragraph 2.B.1.A of referenced EUROCOPTER AS 350 Alert Service Bulletin (ASB) No. 05.00.43 then,
- at intervals not exceeding 550 flying hours, inspect the RH side of the rear frame in compliance with the instructions described in paragraph 2.B.1.B of the referenced ASB.



3.1.2. Aircraft that have logged more than 2,600 flying hours:

- no later than within 100 flying hours, comply with the instructions described in paragraph 2.B.1.A of the referenced ASB then,
- at intervals not exceeding 550 flying hours, comply with the instructions described in paragraph 2.B.1.B of the referenced ASB.

3.1.3. According to the results of the inspections carried out in compliance with above paragraph 3.1.1. or 3.1.2.:

- if there is no crack in the rear frame, comply with the instructions in paragraph 2.B.1.B of the referenced ASB, at intervals not exceeding 550 flying hours.

3.1.4. According to the results of the inspections carried out in compliance with above paragraph 3.1.1., 3.1.2. or 3.1.3.:

- a) If there is a crack in the rear frame, of length less than or equal to 30 mm, comply with the instructions in paragraph 2.B.1.B of the referenced ASB, at intervals not exceeding 110 flying hours.
- b) In all cases, and after the inspections carried out in compliance with above step a), if there is a crack in the rear frame, more than 30 mm long, carry out the repair as per MRM Work Card 53.10.22.772, no later than:
 - within 110 flying hours, if all the cracks are less than or equal to 50 mm,
 - before resuming flights, if at least one crack is more than 50 mm long.

3.2. For aircraft equipped with two reinforcement angles on the RH side of the rear frame in accordance with the repair defined on MRM Work Card 53.10.22.772:

3.2.1. Aircraft that have logged less than 2,600 flying hours:

- at 2,700 flying hours at the latest, then at intervals not exceeding 550 flying hours, comply with the instructions described in paragraph 2.B.2 of the referenced ASB.

3.2.2. Aircraft that have logged more than 2,600 flying hours:


- no later than within 100 flying hours, then at intervals not exceeding 550 flying hours, comply with the instructions described in paragraph 2.B.2 of the referenced ASB.

3.2.3. According to the results of the inspections carried out in compliance with above paragraph 3.2.1. or 3.2.2:

- If there is no crack in the reinforcement angles:
 - . at intervals not exceeding 550 flying hours, comply with the instructions described in paragraph 2.B.2 of the referenced ASB.
- If there is a crack in the reinforcement angles:
 - . before resuming flights, replace the frame in compliance with the instructions described in paragraph 2.B.2 of the referenced ASB.

4. REFERENCE PUBLICATION:

EUROCOPTER AS 350 Alert Service Bulletin No. 05.00.43 at original issue (if already performed) or at Revision 1
(Any subsequent approved revision of this ASB is acceptable).

	AIRWORTHINESS DIRECTIVE No F-2004-035	Distribution: A	Issue date: March 17, 2004	Page: 3/5
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5. **EFFECTIVE DATE:**

March 27, 2004.

6. **REMARK:**

For any questions concerning the technical content of the requirements in this AD, please contact:

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7. **APPROVAL:**

This AD is approved under EASA reference No 2004-2107 dated March 09, 2004.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-124

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2004-023 "REAR STRUCTURE JUNCTION FRAME"

Påbudet gjelder:

Eurocopter AS 355 helikopter, alle modeller som er beskrevet i vedlagte kopi av DGAC AD F-2004-036.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F-2004-036.

Tid for utførelse:


Til de tider og intervaller som er beskrevet i vedlagte kopi av DGAC AD F-2004-036.

Referanse:

DGAC AD F-2004-036.

Gyldighetsdato:

2004-04-13.

	AIRWORTHINESS DIRECTIVE No F-2004-036		Distribution: A	Issue date: March 17, 2004	Page : 1/3
	Direction générale de l'aviation civile France	This Airworthiness Directive is published by the DGAC : <input checked="" type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product. <input type="checkbox"/> as the Registration Airworthiness Authority for the affected aircraft..		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
GSAC publication	No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.				
Corresponding foreign Airworthiness Directive(s): Not applicable			Airworthiness Directive(s) replaced: None		
Person in charge of airworthiness: EUROCOPTER			Type(s): AS 355 helicopters		
Type certificate(s) No. 168 TCDS No 168					
ATA chapter: 53	Subject: Fuselage - Rear structure junction frame				

1. **EFFECTIVITY:**

AS 355 helicopter versions E, F, F1, F2 and N

- pre-MOD 073215, or
- not equipped with the four reinforcement angles, P/Nos. 350A08.2493.20 / .21 / .22 / .23, following the repair carried out in accordance with MRM Work Card 53.10.22.772.

2. **REASONS:**

This Airworthiness Directive (AD) is issued following some cases of cracks discovered in the rear structure/tail boom junction frame.

In these conditions, and with a high thrust load from the tail rotor, the strength margins of this junction may be insufficient.

3. **MANDATORY ACTIONS AND COMPLIANCE TIMES:**

The following measures are rendered mandatory from the effective date of this AD:

3.1. For aircraft not equipped with two reinforcement angles on the RH side of the rear frame in accordance with the repair defined on MRM Work Card 53.10.22.772:

3.1.1. Aircraft that have logged less than 2,600 flying hours:

- at 2,700 flying hours at the latest, comply with the instructions described in paragraph 2.B.1.A of referenced EUROCOPTER AS 355 Alert Service Bulletin (ASB) No. 05.00.42 then,
- at intervals not exceeding 550 flying hours, inspect the RH side of the rear frame in compliance with the instructions described in paragraph 2.B.1.B of the referenced ASB.

**3.1.2.** Aircraft that have logged more than 2,600 flying hours:

- no later than within 100 flying hours, comply with the instructions described in paragraph 2.B.1.A of the referenced ASB then,
- at intervals not exceeding 550 flying hours, comply with the instructions described in paragraph 2.B.1.B of the referenced ASB.

3.1.3. According to the results of the inspections carried out in compliance with above paragraph 3.1.1. or 3.1.2.:

- if there is no crack in the rear frame, comply with the instructions in paragraph 2.B.1.B of the referenced ASB, at intervals not exceeding 550 flying hours.

3.1.4. According to the results of the inspections carried out in compliance with above paragraph 3.1.1., 3.1.2. or 3.1.3.:

- a) If there is a crack in the rear frame, of length less than or equal to 30 mm, comply with the instructions in paragraph 2.B.1.B of the referenced ASB, at intervals not exceeding 110 flying hours.
- b) In all cases, and after the inspections carried out in compliance with above step a), if there is a crack in the rear frame, more than 30 mm long, carry out the repair as per MRM Work Card 53.10.22.772, no later than:
 - within 110 flying hours, if all the cracks are less than or equal to 50 mm,
 - before resuming flights, if at least one crack is more than 50 mm long.

3.2. For aircraft equipped with two reinforcement angles on the RH side of the rear frame in accordance with the repair defined on MRM Work Card 53.10.22.772:**3.2.1.** Aircraft that have logged less than 2,600 flying hours:

- at 2,700 flying hours at the latest, then at intervals not exceeding 550 flying hours, comply with the instructions described in paragraph 2.B.2 of the referenced ASB.

3.2.2. Aircraft that have logged more than 2,600 flying hours:


- no later than within 100 flying hours, then at intervals not exceeding 550 flying hours, comply with the instructions described in paragraph 2.B.2 of the referenced ASB.

3.2.3. According to the results of the inspections carried out in compliance with above paragraph 3.2.1., or 3.2.2.:

- If there is no crack in the reinforcement angles:
 - . at intervals not exceeding 550 flying hours, comply with the instructions described in paragraph 2.B.2 of the referenced ASB.
- If there is a crack in the reinforcement angles:
 - . before resuming flights, replace the frame in compliance with the instructions described in paragraph 2.B.2 of the referenced ASB.

4. REFERENCE PUBLICATION:

EUROCOPTER AS 355 Alert Service Bulletin No. 05.00.42 at original issue (if already performed) or at Revision 1
(Any subsequent approved revision of this ASB is acceptable).

	AIRWORTHINESS DIRECTIVE No F-2004-036	Distribution: A	Issue date: March 17, 2004	Page: 3/
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5. **EFFECTIVE DATE:**

March 27, 2004.

6. **REMARK:**

For any questions concerning the technical content of the requirements in this AD, please contact:

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7. **APPROVAL:**

This AD is approved under EASA reference No 2004-2108 dated March 09, 2004.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-125

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luffartstilsynet av 10. desember 1999 nr. 1273

2004-038 EMERGENCY FLOTATION GEAR - OPERASJONSVEKT

Påbudet gjelder:

Eurocopter AS 350 helikopter utstyrt med AERAZUR emergency flotation gear som beskrevet i vedlagte kopi av DGAC AD UF-2004-085.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD UF-2004-085.

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av DGAC AD UF-2004-085.

Referanse:

DGAC AD UF-2004-085.

Gyldighetsdato:

2004-06-28.

6. REMARQUE :

Pour les questions concernant le contenu technique des exigences de cette CN, contacter :
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Tél. : 33 (0) 4 42 85 97 97 - Fax : 33 (0) 4 42 85 99 66
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7. APPROBATION :

Cette CN est approuvée sous la référence AESA n° 2004-6242 du 10 juin 2004.

TRANSLATION (in case of difficulty, refer to French text)

**EMERGENCY AIRWORTHINESS DIRECTIVE (CNU) PUBLISHED BY DIRECTION GENERALE DE L'AVIATION CIVILE (FRANCE) ON BEHALF OF EASA.
THIS TEXT IS NOT SENT TO FOREIGN OPERATORS OF AIRCRAFT NOT REGISTERED IN FRANCE.
IT IS UP TO THE NATIONAL AUTHORITIES TO FORWARD IT TO THEM ON RECEIPT.**

No UF-2004-085 – EUROCOPTER – AS 350 helicopters

SUBJECT: Equipment/Furnishings –Emergency flotation gear - All-up operating weight (ATA 25, 01)

1. EFFECTIVITY:

AS 350 BA helicopters equipped with an AERAZUR emergency flotation gear comprising:

- LH side container assembly 158170 or 158210-1,
and
- RH side container assembly 158171 or 158215-1.

The containers are comprised in emergency flotation gear, removable parts, PN 350A82-8040-00 or PN 350A82-8040-01.

Note: This Airworthiness Directive (AD) is intended for maintenance personnel and flight crews.

2. REASON:

This AD is issued due to the following situation:

EUROCOPTER AS 350 Service Bulletin (SB) No. 01.00.35 enables the conversion of an AS 350 version B helicopter to an AS 350 version BA helicopter, and changes the all-up weight of the helicopter from 1,950 kg to 2,100 kg.

However, SB No. 01.00.35 does not prohibit the use of the emergency flotation gear, which is still limited to an all-up weight of 1,950 kg.

Consequently, the all-up operating weight of helicopters, equipped with emergency flotation gear specified in § 1, is limited to 1,950 kg for all flights over water.

3. MANDATORY ACTION AND COMPLIANCE TIME:

The following measure is rendered mandatory from the effective date of this AD:

The all-up operating weight of helicopters equipped with emergency flotation gear specified in § 1 above, is limited to 1,950 kg for all flights over water.

4. REFERENCE PUBLICATION:

EUROCOPTER AS 350 Alert Service Bulletin No. 01.00.55.

(Any subsequent approved revision of this ASB is acceptable).

5. EFFECTIVE DATE:

Upon receipt, from June 11, 2004.

6. REMARK:

For any questions concerning the technical content of the requirements in this AD, please contact:

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7. APPROVAL:

This AD is approved under EASA reference n° 2004-6242 dated June 10, 2004.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-126

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2004-039 HYDRAULIKKVÆSKE I KALDT VÆR

Påbudet gjelder:

Eurocopter AS 350 helikopter som opererer i kaldt vær, alle modeller som beskrevet i vedlagte kopi av DGAC AD F-2004-055.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F-2004-055.

Tid for utførelse:


Til de tider og intervaller som er beskrevet i vedlagte kopi av DGAC AD F-2004-055.

Referanse:

DGAC AD F-2004-055.

Gyldighetsdato:

2004-06-28.

	AIRWORTHINESS DIRECTIVE No F-2004-055		Distribution: A	Issue date: April 28, 2004	Page : 1/2
	Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC : <input checked="" type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product. <input type="checkbox"/> as the Registration Airworthiness Authority for the affected aircraft..		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.					
Corresponding foreign Airworthiness Directive(s): Not applicable			Airworthiness Directive(s) replaced: None		
Person in charge of airworthiness: EUROCOPTER			Type(s): AS 350 helicopters		
Type certificate(s) No. 84 TCDS No 157					
ATA chapter: 05, 29	Subject: Time limits - Maintenance checks - Replacement of hydraulic fluid in cold weather				

1. EFFECTIVITY:

AS 350 helicopter versions B, BA, BB, B1, B2, B3 and D that operate in a flight envelope where the outside air temperature (OAT) is below minus 15° Celsius (or below plus 5° Fahrenheit).

Note: This Airworthiness Directive is intended for flight crews.

2. REASON:

This Airworthiness Directive (AD) is issued following the formation of ice in some parts of the hydraulic system during flights in cold weather and when the hydraulic fluid is highly contaminated by water.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures are rendered mandatory from the effective date of this AD:


- 3.1. As soon as the outside air temperature (OAT) is below minus 15° Celsius (or below plus 5° Fahrenheit), flights are authorized only if the hydraulic fluid was last replaced less than 110 flying hours and less than 1 month ago.
- 3.2. If this is not the case, comply with the instructions specified in paragraph 2 of referenced EUROCOPTER AS 350 Alert Service Bulletin (ASB) No. 05.00.45, before resuming flights.

4. REFERENCE PUBLICATION:

EUROCOPTER AS 350 Alert Service Bulletin No. 05.00.45
 (Any subsequent approved revision to the ASB is acceptable).

5. EFFECTIVE DATE:

May 08, 2004.

	AIRWORTHINESS DIRECTIVE No F-2004-055	Distribution: A	Issue date: April 28, 2004	Page: 2/2
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6. REMARK:

For any questions concerning the technical content of the requirements in this AD, please contact:

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7. APPROVAL:

This AD is approved under EASA reference No 2004-4046 of April 20, 2004.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-127

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luffartstilsynet av 10. desember 1999 nr. 1273

2004-040 PILOTS CYCLIC STICK FRICTION WASHERS

Påbudet gjelder:

Eurocopter EC 120 B helikopter, alle serienummer som beskrevet i vedlagte kopi av DGAC AD F-2004-059.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F-2004-059.

Tid for utførelse:


Til de tider som er beskrevet i vedlagte kopi av DGAC AD F-2004-059.

Referanse:

DGAC AD F-2004-059.

Gyldighetsdato:

2004-06-28.

	AIRWORTHINESS DIRECTIVE		Distribution:	Issue date:	Page :
	No F-2004-059		A	April 28, 2004	1/2
Direction générale de l'aviation civile France	This Airworthiness Directive is published by the DGAC :			<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
	<input checked="" type="checkbox"/>	on behalf of EASA, the Primary Airworthiness Authority for the affected product.			
	<input type="checkbox"/>	as the Registration Airworthiness Authority for the affected aircraft.			
GSAC publication	<i>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.</i>				
Corresponding foreign Airworthiness Directive(s): Not applicable			Airworthiness Directive(s) replaced: None		
Person in charge of airworthiness: EUROCOPTER			Type(s): EC 120 helicopters		
Type certificate(s) No. 189 TCDS No 189					
ATA chapter: 67	Subject: Rotor flight controls - Pilot's cyclic stick friction washers				

1. EFFECTIVITY:

EC 120 B helicopters with serial numbers up to 1385 inclusive, and fitted with:

- thrust washer, part number C671A1006201, of the pilot's cyclic stick friction device,
- pilot's cyclic sticks, part numbers C671A1007101 and C671A1007102.

Note: This Airworthiness Directive is intended for maintenance personnel and flight crews.

2. REASON:

This Airworthiness Directive (AD) is issued following a report of sudden restriction of the cyclic stick travel during a flight when moving back the stick to neutral.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures are rendered mandatory from the effective date of this AD:

- 3.1. Pending compliance with the instructions given in paragraph 3.2 below, flights with no friction applied to the pilot's cyclic stick are prohibited.
- 3.2. At the latest within 550 flying hours or within 6 months (the first limit reached is applicable):

Remove the pilot's cyclic stick and replace the thrust washers in compliance with the instructions given in paragraph 2 of EUROCOPTER EC 120 Alert Service Bulletin (ASB) No. 67A011 referenced below.
- 3.3. Replace the stock of washers, and modify the pilot's cyclic sticks, held as spares, in compliance with the instructions given in paragraph 2.B.5 of the referenced ASB.

4. REFERENCE PUBLICATION:

EUROCOPTER EC 120 Alert Service Bulletin No. 67A011
(Any subsequent approved revision to the ASB is acceptable).

**AIRWORTHINESS DIRECTIVE****No F-2004-059**

Distribution:

A

Issue date:

April 28, 2004

Page:

2/2**5. EFFECTIVE DATE:**

Upon receipt, from April 28, 2004.

6. REMARK:

For any questions concerning the technical content of the requirements in this AD, please contact:

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7. APPROVAL:

This AD is approved under EASA reference No 2004-4050 of April 20, 2004.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-128

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2004-041 COLLECTIVE TORQUE TUBE

Påbudet gjelder:

Eurocopter EC 120 B helikopter som beskrevet i vedlagte kopi av DGAC AD F-2004-026.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F-2004-026.

Tid for utførelse:


Til de tider som er beskrevet i vedlagte kopi av DGAC AD F-2004-026.

Referanse:

DGAC AD F-2004-026.

Gyldighetsdato:

2004-06-28.

	AIRWORTHINESS DIRECTIVE		Distribution:	Issue date:	Page :
	No F-2004-026		A	March 31, 2004	1/2
Direction générale de l'aviation civile France	This Airworthiness Directive is published by the DGAC :			<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
	<input checked="" type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product. <input type="checkbox"/> as the Registration Airworthiness Authority for the affected aircraft..				
GSAC publication	No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.				
Corresponding foreign Airworthiness Directive(s): Not applicable			Airworthiness Directive(s) replaced: UF-2004-026		
Person in charge of airworthiness: EUROCOPTER			Type(s): EC 120 helicopters		
Type certificate(s) No. 189 TCDS No 189					
ATA chapter: 67	Subject: Rotor flight controls - Collective torque tube				

1. **EFFECTIVITY:**

EUROCOPTER EC 120 B helicopters equipped with a RH collective lever-to-torque tube connecting part (identified in the text below as "connecting part"), part number C671C4101202 or C671C4101203.

2. **REASON:**

This Airworthiness Directive (AD) is issued following a case of failure of the RH collective lever-to-torque tube connecting part.

3. **MANDATORY ACTIONS AND COMPLIANCE TIMES:**

The following measures are rendered mandatory from the effective date of this AD:

3.1. Within 10 flying hours, and in compliance with the instructions described in paragraph 2.B.2 of the referenced EUROCOPTER Alert Telex, check:

- the tightening torque load of the connecting part attachment bolts,
- the connecting part for cracks.

3.2. If the tightening torque load of the connecting part attachment bolts is above the set limit (8 Nm), or if a crack is detected in the connecting part, replace the affected connecting part before resuming flights.

4. **REFERENCE PUBLICATIONS:**

EUROCOPTER EC 120 Alert Telex No. 67A014
(Any further approved revision of this Alert Telex is acceptable).



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March 31, 2004

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5. EFFECTIVE DATE:

Upon receipt of the Emergency AD issued on February 19, 2004.

6. REMARK:

For questions concerning the technical contents of this AD's requirements, contact:

EUROCOPTER (STXI) - Aéroport de Marseille Provence 13725 Marignane Cedex - France
Tel: + 33 (0)4 42 85 97 97 - Fax: + 33 (0)4 42 85 99 66
E-mail: Directive.technical-support@eurocopter.com

7. APPROVAL:

This AD is approved under EASA reference No 2004-2011 dated March 03, 2004.

BLANK

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-129

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2004-042 MOTOR KONTROLLER – TWIST GRIP SOLENOID

Påbudet gjelder:

Eurocopter AS 350 B3 helikopter som beskrevet i vedlagte kopi av DGAC AD F-2004-045.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F-2004-045.

Tid for utførelse:


Til de tider som er beskrevet i vedlagte kopi av DGAC AD F-2004-045.

Referanse:

DGAC AD F-2004-045.

Gyldighetsdato:

2004-06-28.

	AIRWORTHINESS DIRECTIVE No F-2004-045	Distribution: A	Issue date: March 31, 2004	Page : 1/2
	Direction générale de l'aviation civile France	This Airworthiness Directive is published by the DGAC : <input checked="" type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product. <input type="checkbox"/> as the Registration Airworthiness Authority for the affected aircraft..		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>
GSAC publication	No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.			
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: None		
Person in charge of airworthiness: EUROCOPTER		Type(s): AS 350 helicopters		
Type certificate(s) No. 84 TCDS No 157				
ATA chapter: 76, 05	Subject: Engine controls - Twist grip solenoid			

1. **EFFECTIVITY:**

AS 350 B3 helicopters fitted with twist grip post-MOD 073084.

Note: This Airworthiness Directive is intended for crews and maintenance personnel.

2. **REASON:**

This Airworthiness Directive (AD) is issued following a case of locking pin seizure due to overheating as a result of prolonged electrical power supply to the solenoid of the twist grip. The seizure could result in the loss of the emergency governing function.

3. **MANDATORY ACTIONS AND COMPLIANCE TIMES:**

The following measures are rendered mandatory from the effective date of this AD:


- 3.1. During the check before the first flight of the day (BFF check), carry out a functional check of the solenoid in compliance with the instructions specified in paragraph 2.B.1 of referenced EUROCOPTER AS 350 Alert Telex (AT) No. 05.00.44.
- 3.2. During ground maintenance operations that require the "AUTO/MAN" governing mode selector to be held in the "MAN" position, comply with the instructions specified in paragraph 2.B.2 of the referenced AT.

4. **REFERENCE PUBLICATION:**

EUROCOPTER AS 350 Alert Telex No. 05.00.44.
 (Any subsequent approved revision to the AT is acceptable).

5. **EFFECTIVE DATE:**

Upon receipt, from March 31, 2004.

	AIRWORTHINESS DIRECTIVE No F-2004-045	Distribution: A	Issue date: March 31, 2004	Page: 2/2
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6. **REMARK:**

For any questions concerning the technical content of the requirements in this AD, please contact:

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7. **APPROVAL:**

This AD is approved under EASA reference No 2004-3060 dated March 23, 2004.

BLANK

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-130

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luffartstilsynet av 10. desember 1999 nr. 1273

2004-043 LØFTEKROKER

Påbudet gjelder:

Eurocopter helikopter, alle modeller som er beskrevet i vedlagte kopi av DGAC AD F-2004-046.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F-2004-046.

Tid for utførelse:


Til de tider som er beskrevet i vedlagte kopi av DGAC AD F-2004-046.

Referanse:

DGAC AD F-2004-046.

Gyldighetsdato:

2004-06-28.

	AIRWORTHINESS DIRECTIVE No F-2004-046	Distribution: A	Issue date: March 31, 2004	Page : 1/2
	Direction générale de l'aviation civile France This Airworthiness Directive is published by the DGAC : <input checked="" type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product. <input type="checkbox"/> as the Registration Airworthiness Authority for the affected aircraft..	<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>		
GSAC publication	No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.			
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: None		
Person in charge of airworthiness: EUROCOPTER		Type(s): AS 350, AS 355, AS 365 N, EC 155, AS 332, AS 332 L2, SA 330, SA 315, SA 341/342, SA 360, SA 365 C, SA 313/318 and SA 316/319 helicopters		
Type certificate(s) No. 84, 168, 86, 56, 14, 66, 80, 1 TCDS No 157, 168, 159, 127, 61, 136, 153, 24				
ATA chapter: 25, 01, 04	Subject: Equipment and furnishings - Hoist hooks			

1. EFFECTIVITY:

Helicopter versions:

AS 350 B, BA, B1, B2, B3, BB and D,
 AS 355 E, F, F1, F2 and N,
 SA 365 N and N1. AS 365 N2 and N3,
 EC 155 B and B1,
 AS 332 C, C1, L and L1,
 AS 332 L2,
 SA 330 F, G and J,
 SA 315 B,
 SA 341 G and SA 342J,
 SA 360 C,
 SA 365 C, C1, C2 and C3,
 SE 313 B and SE 3130, SA 318 B and C and SA 3180,
 SA 316 B and C, SE 3160 and SA 319 B,

equipped with GOODRICH (LUCAS – AIR EQUIPEMENT) hoists, part numbers:

76300-xxx, 76340-xxx, 76360-xxx, 76360-xxx-xx, 76363-xxx, 76365-xxx, 76368-xxx, 76370-xxx,
 76375-xxx, 76378-xxx,

fitted with hooks, part numbers:

704160, 708223, 708931, 709866, 710177.

Note: The hooks concerned are not fitted with a tongue locking system.

2. REASON:

This Airworthiness Directive (AD) is issued following a case of incorrect positioning of the strap on the hook during a hoisting mission, which led to distortion of the tongue and caused the stretcher to drop.

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2/2**3. MANDATORY ACTIONS AND COMPLIANCE TIMES:**

The following measures are rendered mandatory from the effective date of this AD:

3.1. Before each hoisting operation, operators must comply with the operational procedure, and the restriction prohibiting the use of straps, in accordance with the instructions specified in paragraph 2.A. of the referenced EUROCOPTER Alert Telexes (AT).

3.2. No later than within 2 months, comply with the instructions specified in paragraph 2.B. of the referenced Alert Telexes.

4. REFERENCE PUBLICATIONS:

EUROCOPTER Alert Telexes:

AS 350	No. 01.00.54
AS 355	No. 01.00.49
AS 365 N	No. 01.00.57
EC 155	No. 04A006
AS 332	No. 01.00.69
SA 330	No. 01.63
SA 315	No. 01.33
SA 341/342	No. 01.32
SA 360/365 C	No. 01.41
AL II and III	No. 01.68

5. EFFECTIVE DATE:

Upon receipt, from March 31, 2004.

6. REMARK:

For any questions concerning the technical content of the requirements in this AD, please contact:

EUROCOPTER (STXI) – Aéroport de Marseille Provence, 13725 Marignane Cedex – France
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7. APPROVAL:

This AD is approved under EASA reference No 2004-3061 dated March 23, 2004.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-131

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2004-051 HYDRAULISK "CUT OFF" FUNCTION

Påbudet gjelder:

Eurocopter helikopter, alle modeller som er beskrevet i vedlagte kopi av DGAC AD F-2004-089.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F-2004-089.

Tid for utførelse:


Til de tider som er beskrevet i vedlagte kopi av DGAC AD F-2004-089.

Referanse:

DGAC AD F-2004-089.

Gyldighetsdato:

2004-08-23.

	AIRWORTHINESS DIRECTIVE No F-2004-089	Distribution: A	Issue date: June 23, 2004	Page : 1/2
	Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC : <input checked="" type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product. <input type="checkbox"/> as the Registration Airworthiness Authority for the affected aircraft..		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.				
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: None		
Person in charge of airworthiness: EUROCOPTER		Type(s): AS 350 helicopters		
Type certificate(s) No. 84 TCDS No 157				
ATA chapter: 29	Subject: Hydraulic system - Hydraulic cut off function			

1. EFFECTIVITY:

AS 350 helicopter versions B, B1, B2, B3, BA, BB and D, pre-MOD 073263.

2. REASON:

The aim of this Airworthiness Directive (AD) is to eliminate the possibility of a load unbalance in the flight controls, due to residual pressure in the system, after cutting off the hydraulic assistance, following a hydraulic failure, in particular in low outside temperature conditions.

3. MANDATORY ACTION AND COMPLIANCE TIME:

The following measure is rendered mandatory from the effective date of this AD:

- At the latest by December 31, 2004, embody the modifications to the electrical wiring, in compliance with the instructions specified in § 2.A., 2.B. and 2.C. of referenced EUROCOPTER AS 350 Alert Service Bulletin No. 29.00.07.

4. REFERENCE PUBLICATION:

EUROCOPTER AS 350 Alert Service Bulletin No. 29.00.07
 (Any subsequent approved revision to this ASB is acceptable).

5. EFFECTIVE DATE:

July 03, 2004.



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No F-2004-089

Distribution:
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Issue date:
June 23, 2004

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6. REMARK:

For any questions concerning the technical content of the requirements in this AD, please contact:

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7. APPROVAL:

This AD is approved under EASA reference No 2004-6365 dated June 15, 2004.

BLANK

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-132

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2004-052 KONTROLL AV HEISOPERATØRENS "BELT SNAP HOOK"

Påbudet gjelder:

Eurocopter helikopter, alle modeller som er beskrevet i vedlagte kopi av DGAC AD F-2004-096.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F-2004-096.

Tid for utførelse:


Til de tider som er beskrevet i vedlagte kopi av DGAC AD F-2004-096.

Referanse:

DGAC AD F-2004-096.

Gyldighetsdato:

2004-08-23.

	AIRWORTHINESS DIRECTIVE No F-2004-096	Distribution: A	Issue date: June 23, 2004	Page : 1/2
	Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC : <input checked="" type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product. <input type="checkbox"/> as the Registration Airworthiness Authority for the affected aircraft..		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.				
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: None		
Person in charge of airworthiness: EUROCOPTER		Type(s): SA 330, AS 332, AS 332 L2, SA 341/342, AS 350, AS 355, SA 360, SA 365 C, AS 365 N, EC 155, SA 316/319 helicopters		
Type certificate(s) No. 56, 66, 84, 168, 80, 86, 14 TCDS No 127, 136, 157, 168, 153, 159, 61				
ATA chapter: 25	Subject: Equipment/Furnishings - Hoist operator's belt snap hook			

1. EFFECTIVITY:

EUROCOPTER helicopters:

- SA 330 F, G and J,
- AS 332 C, C1, L, L1 and L2,
- SA 341 G and SA 342 J,
- AS 350 B, BA, BB, B1, B2, B3 and D,
- AS 355 E, F, F1, F2 and N,
- SA 360
- SA 365 C, C1, C2 and C3,
- SA 365 N and N1 and AS 365 N2 and N3,
- EC 155 B and B1,
- SA 316 B and C, SE 3160 and SA 319 B,

equipped with an operator's belt (called "hoist operator's belt") PNs: 330A87-0730-00, 330A87-2371-00, 341A84-1120-00, 350A84-0047-00, 360A84-0040-00, 360A84-0040-01 and 360A84-0040-02, fitted with a snap hook PN GA343-95,

or

equipped with an operator's belt (called "hoist operator's belt") PN 3160S73-08-200-1, fitted with a snap hook PN 4100-80AT28.

Note: This Airworthiness Directive (AD) is intended for maintenance personnel and crews.

2. REASON:

This Airworthiness Directive (AD) is issued further to the discovery of untimely unlocking of the snap hook of the "hoist operator's belt".

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2/2**3. MANDATORY ACTION AND COMPLIANCE TIME:**

The following measure is rendered mandatory from the effective date of this AD:

At the latest, each time before using the "hoist operator's belt", safety the snap hook locking mechanism in compliance with the instructions specified in § 2.B. of the referenced EUROCOPTER Alert Telexes.

4. REFERENCE PUBLICATIONS:

EUROCOPTER Alert Telexes:

- No. 45.14 for SA 330 helicopters,
- No. 25.01.44 for AS 332 helicopters,
- No. 45.06 for SA 341/342 helicopters,
- No. 25.00.89 for AS 350 helicopters,
- No. 25.00.79 for AS 355 helicopters,
- No. 25.23 for SA 360/365 helicopters
- No. 25.00.61 for AS 365 helicopters,
- No. 25A064 for EC 155 helicopters,
- No. 25.66 for ALOUETTE III helicopters.

(Any subsequent approved revision to these Alert Telexes is acceptable).

5. EFFECTIVE DATE:

July 03, 2004.

6. REMARK:

For any questions concerning the technical content of the requirements in this AD, please contact:

EUROCOPTER (STXI) - Aéroport de Marseille Provence, 13725 Marignane Cedex - France

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7. APPROVAL:

This AD is approved under EASA reference No 2004-6380 dated June 15, 2004.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-133

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luffartstilsynet av 10. desember 1999 nr. 1273

2005-001 "HYDRAULIC POWER LOSS"

Påbudet gjelder:

Alle Eurocopter AS 350 modeller som er beskrevet i vedlagte kopi av DGAC AD F-2004-174.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F-2004-174.

Tid for utførelse:


Til de tider som er beskrevet i vedlagte kopi av DGAC AD F-2004-174.

Referanse:

DGAC AD F-2004-174

Gyldighetsdato:

2005-02-01

 Direction générale de l'aviation civile France GSAC publication	AIRWORTHINESS DIRECTIVE No F-2004-174	Distribution: A	Issue date: November 10, 2004	Page : 1/2
	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.				
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: None		
Person in charge of airworthiness: EUROCOPTER		Type(s): AS 350 helicopters		
Type certificate(s) No. 84 TCDS No 157				
ATA chapter: 29	Subject: Hydraulic power - Hydraulic power loss			

1. EFFECTIVITY:

AS 350 helicopter versions B, BA, B1, B2, B3, BB and D.

Note: The information contained in this Airworthiness Directive (AD) is intended for crews.

2. REASON:

This AD is issued after having noted that some crews do not understand how to comply with the emergency procedures in the event of a hydraulic power system failure or during emergency procedure training (hydraulic failure training procedures). The Flight Manuals have been revised to prevent misunderstanding.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures are rendered mandatory as from the effective date of this AD:

- No later than within one month, incorporate the Revisions listed below into the Flight Manuals of the helicopters concerned and comply with the instructions covered by these Revisions:

AS 350 AIRCRAFT VERSIONS	RUSH REVISIONS	FLIGHT MANUAL SUPPLEMENTS	NORMAL REVISIONS
B	RR 13 Q	SUPPLEMENT 19	NORMAL REVISION RN 1
BA	RR 2I	SUPPLEMENT 7	NORMAL REVISION RN 1
BB	RR 1F	SUPPLEMENT 7	NORMAL REVISION RN 1
B1	RR 5Q	SUPPLEMENT 11.7	NORMAL REVISION RN 1
B2	RR 3A	SUPPLEMENT 7	NORMAL REVISION RN 1
B3	RR 2K	SUPPLEMENT 7	NORMAL REVISION RN 1
D	RR 5M	SUPPLEMENT 19	NORMAL REVISION RN 1



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November 10, 2004

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4. REFERENCE PUBLICATIONS:

Helicopter Flight Manuals
(Any subsequent approved revision to these documents is acceptable).

5. EFFECTIVE DATE:

November 20, 2004.

6. REMARK:

For any questions concerning the technical content of the requirements in this AD, please contact:

EUROCOPTER (STXI) - Aéroport de Marseille Provence, 13725 Marignane Cedex – France
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7. APPROVAL:

This AD is approved under EASA reference No 2004-10840 dated November 03, 2004.

BLANK

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-134

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2005-002 "TAIL ROTOR BLADE TRAILING EDGE TAB"

Påbudet gjelder:

Alle Eurocopter AS 350 modeller med halerotorblader som er beskrevet i vedlagte kopi av DGAC AD F-2004-178.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F-2004-178.

Tid for utførelse:


Til de tider som er beskrevet i vedlagte kopi av DGAC AD F-2004-178.

Referanse:

DGAC AD F-2004-178

Gyldighetsdato:

2005-02-01

	AIRWORTHINESS DIRECTIVE	Distribution:	Issue date:	Page :
	No F-2004-178	A	November 10, 2004	1/2
Direction générale de l'aviation civile France	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.	
GSAC publication	No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.			
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: None		
Person in charge of airworthiness: EUROCOPTER		Type(s): AS 350 helicopters		
Type certificate(s) No. 84 TCDS No 157				
ATA chapter: 64	Subject: Tail rotor - Tail rotor blade trailing edge tab			

1. EFFECTIVITY:

AS 350 helicopters, versions B, BA, BB, B1, B2, B3 and D, fitted with tail rotor blades PN 355A 12.0040 all dash numbers and PN 355A 12.0050.04, with serial numbers from 8400 to 9224 inclusive, before embodiment of Repair Sheet FR No. 238 or of Work Card 64.10.00.872 [refer to the equipment log card (FME)].

2. REASONS:

This Airworthiness Directive (AD) is issued following some reports of significant tail rotor blade trailing edge tab debonding.

The loss of the tab leads to a significant increase in the vibration level of the aircraft.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures are rendered mandatory from the effective date of this AD:

- 3.1. No later than within 100 flying hours without exceeding 3 months (the first limit reached is applicable), install additional rivets on the trailing edge tab of blades listed in § 1., in compliance with the instructions specified in § 2.B. of referenced EUROCOPTER AS 350 Alert Service Bulletin No. 64.00.05.
- 3.2. Prior to installing blades listed in § 1, held as spares, comply with the instructions specified in § 2.B. of the referenced ASB.

4. REFERENCE PUBLICATION:

EUROCOPTER AS 350 Alert Service Bulletin No. 64.00.05 "corresponds to Repair Sheet FR No. 283". (Any subsequent approved revision to the ASB is acceptable).



AIRWORTHINESS DIRECTIVE
No F-2004-178

Distribution:

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Issue date:

November 10, 2004

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5. EFFECTIVE DATE:

November 20, 2004.

6. REMARK:

For any questions concerning the technical content of the requirements in this AD, please contact:

EUROCOPTER (STXI) – Aéroport de Marseille Provence, 13725 Marignane Cedex – France

Phone: +33 (0)4 42 85 97 97 – Fax: +33 (0)4 42 85 99 66

E-mail: Directive.technical-support@eurocopter.com

7. APPROVAL:

This AD is approved under EASA reference No 2004-10843 dated November 03, 2004.

BLANK

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-135

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luffartstilsynet av 10. desember 1999 nr. 1273

2005-003 "TAIL ROTOR BLADE TRAILING EDGE TAB"

Påbudet gjelder:

Alle Eurocopter AS 355 modeller med halerotorblader som er beskrevet i vedlagte kopi av DGAC AD F-2004-176.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F-2004-176.

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av DGAC AD F-2004-176.

Referanse:

DGAC AD F-2004-176.

Gyldighetsdato:

2005-02-01.

	AIRWORTHINESS DIRECTIVE No F-2004-176	Distribution: A	Issue date: November 10, 2004	Page : 1/2
Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.				
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: None		
Person in charge of airworthiness: EUROCOPTER		Type(s): AS 355 helicopters		
Type certificate(s) No. 168 TCDS No 168				
ATA chapter: 64	Subject: Tail rotor - Tail rotor blade trailing edge tab			

1. EFFECTIVITY:

AS 355 helicopters, versions E, F, F1, F2 and N, fitted with tail rotor blades PN 355A 12.0040 all dash numbers, and PN 355A 12.0050 all dash numbers, with serial numbers from 8400 to 9224 inclusive, before embodiment of Repair Sheet FR No. 238 or of Work Card 64.10.00.872 [refer to the equipment log card (FME)].

2. REASONS:

This Airworthiness Directive (AD) is issued following some reports of significant tail rotor blade trailing edge tab debonding.

The loss of the tab leads to a significant increase in the vibration level of the aircraft.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures are rendered mandatory from the effective date of this AD:

- 3.1. No later than within 100 flying hours without exceeding 3 months (the first limit reached is applicable), install additional rivets on the trailing edge tab of blades listed in § 1., in compliance with the instructions specified in § 2.B. of referenced EUROCOPTER AS 355 Alert Service Bulletin No. 64.00.04.
- 3.2. Prior to installing blades listed in § 1, held as spares, comply with the instructions specified in § 2.B. of the referenced ASB.

4. REFERENCE PUBLICATION:

EUROCOPTER AS 355 Alert Service Bulletin No. 64.00.04 "corresponds to Repair Sheet FR No. 283". (Any subsequent approved revision of this ASB is acceptable).



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No F-2004-176

Distribution:

A

Issue date:

November 10, 2004

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5. EFFECTIVE DATE:

November 20, 2004.

6. REMARK:

For any questions concerning the technical content of the requirements in this AD, please contact:

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7. APPROVAL:

This AD is approved under EASA reference No 2004-10841 dated November 03, 2004.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-136

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luffartstilsynet av 10. desember 1999 nr. 1273

2005-019 "TAIL SERVO-CONTROL"

Påbudet gjelder:

Eurocopter AS 350 B3 helikopter som beskrevet i vedlagte kopi av DGAC AD F-2004-196.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F-2004-196.

Tid for utførelse:


Til de tider som er beskrevet i vedlagte kopi av DGAC AD F-2004-196.

Referanse:

DGAC AD F-2004-196.

Gyldighetsdato:

2005-04-25.

	AIRWORTHINESS DIRECTIVE No F-2004-196		Distribution: A	Issue date: January 19, 2005	Page : ()
	Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.					
Corresponding foreign Airworthiness Directive(s): Not applicable			Airworthiness Directive(s) replaced: UF-2004-196		
Person in charge of airworthiness: EUROCOPTER			Type(s): AS 350 helicopters		
Type certificate(s) No. 84 TCDS No 157					
ATA chapter: 67	Subject: Rotor flight controls - Tail servo-control				

1. **EFFECTIVITY:**

EUROCOPTER AS 350 B3 helicopters fitted with a GOODRICH tail servo-control PN SC5071-XX or SC5072, except:

- tail rotor servo-controls PN SC5072 with a serial number equal to or above 1372,
- tail rotor servo-controls overhauled or repaired in compliance with Service Bulletin GOODRICH No. SC507X-67-39-01-3,
- tail rotor servo-controls having never been removed since the delivery of a new aircraft.

Note: this Airworthiness Directive (AD) is intended for maintenance personnel and crews.

2. **REASONS:**

This AD is issued following a case of travel limitation of the LH pedal felt by a pilot. This travel limitation could lead to a side-slip of the helicopter in an auto-rotation flight at VNE.

3. **MANDATORY ACTIONS AND COMPLIANCE TIMES:**

The following measures are rendered mandatory:

3.1. On the effective date of this AD:

Intentional auto-rotation flight is prohibited until the check of the tail servo-control in accordance with paragraph 2.B.2 of the referenced Alert Telex (AT) EUROCOPTER AS 350 No 67.00.30.

3.2. No later than within the next 50 flying hours from the effective date of this AD:



3.2.1. For helicopters not fitted with automatic flight control system:

Comply with paragraph 2.B.2.a. of the referenced AT.

3.2.2. For helicopters fitted with automatic flight control system:

Comply with paragraph 2.B.2.b. of the referenced AT.

3.3. In case of detection of any non-compliant tail servo-control according to paragraph 2.B.6 of the referenced AT, install a compliant tail servo-control according to the paragraph 2.B.2 directives of the referenced AT.

3.4. On spares tail servo-control: comply with paragraph 2.B.6. directives of the referenced AT before installation on an aircraft.

4. REFERENCE PUBLICATION:

Alert Telex EUROCOPTER AS 350 No. 67.00.30
(Any further approved revision of this AT is acceptable).

5. EFFECTIVE DATE:

Upon receipt of the emergency AD issued on December 28, 2004.

6. REMARKS:

This AD has been the subject of an emergency diffusion on December 28, 2004.

For questions concerning the technical contents of this AD's requirements, contact:

EUROCOPTER (STXI) - Aéroport de Marseille Provence 13725 Marignane Cedex - France
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7. APPROVAL:

This AD is approved under EASA reference No 2004-12557 dated December 28, 2004.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-137

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2005-020 "UPPER AND LOWER VERTICAL FIN SPARS"

Påbudet gjelder:

Eurocopter AS 350 B3 helikopter, alle serienummer, som beskrevet i vedlagte kopi av DGAC AD F-2005-010.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F-2005-010.

Tid for utførelse:


Til de tider og intervaller som er beskrevet i vedlagte kopi av DGAC AD F-2005-010, med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD F-2005-010.

Gyldighetsdato:

2005-04-25.

 AIRWORTHINESS DIRECTIVE No F-2005-010	Distribution:	Issue date:	Page :
	A	January 05, 2005	1/2
Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.			
Corresponding foreign Airworthiness Directive(s):		Airworthiness Directive(s) replaced:	
Not applicable		None	
Person in charge of airworthiness:		Type(s):	
EUROCOPTER		AS 350 helicopters	
Type certificate(s) No. 84			
TCDS No 157			
ATA chapter:	Subject:		
05, 55	Stabilizers - Upper and lower vertical fin spars		

1. EFFECTIVITY:

AS 350 B3 helicopters, all serial numbers.

2. REASONS:

This Airworthiness Directive (AD) is issued following two cases of cracks discovered in the spar of the upper vertical fin on two AS 355 N helicopters.

In time, crack growth on the attachment spar of a vertical fin can lead to the failure of the spar and result in the loss of the vertical fin.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures are rendered mandatory as from the effective date of this AD:


3.1. No later than within the next 25 flying hours, then at intervals of no more than 100 flying hours, check the spar of the upper and lower vertical fins for absence of cracks, in compliance with the instructions described in § 2.B. of referenced EUROCOPTER AS 350 Alert Telex No. 05.00.46.

3.2. Result analysis:

a) If a crack is found in one of the spars, replace the affected vertical fin as per Maintenance Manual (MET) Work Card 55.00.00.402.

b) If no crack is found:

Resume flights and repeat the check at intervals of no more than 100 flying hours (refer to § 3.1.).

	AIRWORTHINESS DIRECTIVE No F-2005-010	Distribution: A	Issue date: January 05, 2005	Page: 2/2
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4. **REFERENCE PUBLICATION:**

EUROCOPTER AS 350 Alert Telex No. 05.00.46
(Any subsequent approved revision to this Alert Telex is acceptable).

5. **EFFECTIVE DATE:**

Upon receipt, as from January 05, 2005.

6. **REMARK:**

For any questions concerning the technical content of the requirements in this AD, please contact:

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7. **APPROVAL:**

This AD is approved under EASA reference No 2004-12550 dated December 27, 2004.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-138

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2005-021 "DOORS - PIN OF THE SLIDING DOOR REAR FITTING"

Påbudet gjelder:

Eurocopter AS 350 helikopter, alle versjoner som beskrevet i vedlagte kopi av DGAC AD F-2005-032.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F-2005-032.

Tid for utførelse:


Til de tider og intervaller som er beskrevet i vedlagte kopi av DGAC AD F-2005-032, med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD F-2005-032.

Gyldighetsdato:

2005-04-25.

	AIRWORTHINESS DIRECTIVE No F-2005-032	Distribution: A	Issue date: February 16, 2005	Page : 1/2
	Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.	<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.				
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: None		
Person in charge of airworthiness: EUROCOPTER		Type(s): AS 350 helicopters		
Type certificate(s) No. 84 TCDS No 157				
ATA chapter: 05, 52	Subject: Doors - Pin of the sliding door rear fitting			

1. EFFECTIVITY:

AS 350 helicopter versions B, BA, BB, B1, B2, B3 and D, fitted with sliding door(s).

2. REASONS:

This Airworthiness Directive (AD) is issued following a case of total failure and a case of a crack discovered on the support pin of the sliding door rear roller.

The metallurgical analysis of the pins has shown a non-conformity concerning the heat treatment of the material.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures are rendered mandatory as from the effective date of this AD:

3.1. Aircraft equipped with sliding doors having logged less than 90 flying hours:

- At the latest at 110 flying hours, then at intervals of no more than 110 flying hours, check the sliding door rear roller support pin in compliance with the instructions specified in § 2.B of referenced EUROCOPTER AS 350 Alert Telex (AT) No. 05.00.47.

3.2. Aircraft equipped with sliding doors having logged 90 flying hours or more:

- No later than within 20 flying hours, then at intervals of no more than 110 flying hours, comply with the instructions specified in § 2.B of the AT referenced below.

3.3. Before installation, on an aircraft, of sliding doors held as spares and having logged flying hours, comply with the instructions specified in § 2.B of the AT referenced below.

**AIRWORTHINESS DIRECTIVE****No F-2005-032**

Distribution:

A

Issue date:

February 16, 2005

Page:

2/2**4. REFERENCE PUBLICATION(S):**

EUROCOPTER AS 350 Alert Telex No. 05.00.47
(Any subsequent approved revision to this AT is acceptable).

5. EFFECTIVE DATE:

Upon receipt, as from February 16, 2005.

6. REMARK:

For any questions concerning the technical content of the requirements in this AD, please contact:

EUROCOPTER (STXI) - Aéroport de Marseille Provence, 13725 Marignane Cedex - France.

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7. APPROVAL:

This AD is approved under EASA reference No 2005-1377 dated February 09, 2005.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-139

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luffartstilsynet av 10. desember 1999 nr. 1273

2005-022 "UPPER AND LOWER VERTICAL FIN SPARS"

Påbudet gjelder:

Eurocopter AS 355 helikopter, alle versjoner og serienummer som beskrevet i vedlagte kopi av DGAC AD F-2005-006.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F-2005-006.

Tid for utførelse:

Til de tider og intervaller som er beskrevet i vedlagte kopi av DGAC AD F-2005-006, med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD F-2005-006.

Gyldighetsdato:

2005-04-25.

	AIRWORTHINESS DIRECTIVE		Distribution:	Issue date:	Page :
	No F-2005-006		A	January 05, 2005	1/2
Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.		
	No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.				
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: None			
Person in charge of airworthiness: EUROCOPTER		Type(s): AS 355 helicopters			
Type certificate(s) No. 168 TCDS No 168					
ATA chapter: 05, 55	Subject: Stabilizers - Upper and lower vertical fin spars				

1. EFFECTIVITY:

AS 355 helicopter versions E, F, F1, F2 and N, all serial numbers.

2. REASONS:

This Airworthiness Directive (AD) is issued following two cases of cracks discovered in the spar of the upper vertical fin on two AS 355 N helicopters.

In time, crack growth on the attachment spar of a vertical fin can lead to the failure of the spar and result in the loss of the vertical fin.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures are rendered mandatory as from the effective date of this AD:


3.1. No later than within the next 25 flying hours, then at intervals of no more than 100 flying hours, check the spar of the upper and lower vertical fins for absence of cracks, in compliance with the instructions described in § 2.B. of referenced EUROCOPTER AS 355 Alert Telex No. 05.00.44.

3.2. Result analysis:

a) If a crack is found in one of the spars, replace the affected vertical fin as per Maintenance Manual (MET) Work Card 55.00.00.402.

b) If no crack is found:

Resume flights and repeat the check at intervals of no more than 100 flying hours (refer to § 3.1.).

	AIRWORTHINESS DIRECTIVE No F-2005-006	Distribution: A	Issue date: January 05, 2005	Page: 2/2
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4. REFERENCE PUBLICATION:

EUROCOPTER AS 355 Alert Telex No. 05.00.44
(Any subsequent approved revision to this Alert Telex is acceptable).

5. EFFECTIVE DATE:

Upon receipt, as from January 05, 2005.

6. REMARK:

For any questions concerning the technical content of the requirements in this AD, please contact:

EUROCOPTER (STXI) - Aéroport de Marseille Provence, 13725 Marignane Cedex - France.
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7. APPROVAL:

This AD is approved under EASA reference No 2004-12546 dated December 27, 2004.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-140

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luffartstilsynet av 10. desember 1999 nr. 1273

2005-023 "DOORS – PIN OF THE SLIDING DOOR REAR FITTING"

Påbudet gjelder:

Eurocopter AS 355 helikopter, alle versjoner som beskrevet i vedlagte kopi av DGAC AD F-2005-033.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F-2005-033.

Tid for utførelse:


Til de tider og intervaller som er beskrevet i vedlagte kopi av DGAC AD F-2005-033, med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD 2005-033

Gyldighetsdato:

2005-04-25.

	AIRWORTHINESS DIRECTIVE No F-2005-033		Distribution: A	Issue date: February 16, 2005	Page : 1/2
	Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.					
Corresponding foreign Airworthiness Directive(s): Not applicable			Airworthiness Directive(s) replaced: None		
Person in charge of airworthiness: EUROCOPTER			Type(s): AS 355 helicopters		
Type certificate(s) No. 168 TCDS No 168					
ATA chapter: 05, 52		Subject: Doors - Pin of the sliding door rear fitting			

1. EFFECTIVITY:

AS 355 helicopter versions E, F, F1, F2 and N, fitted with sliding door(s).

2. REASONS:

This Airworthiness Directive (AD) is issued following a case of total failure and a case of a crack discovered on the support pin of the sliding door rear roller.

The metallurgical analysis of the pins has shown a non-conformity concerning the heat treatment of the material.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures are rendered mandatory as from the effective date of this AD:

3.1. Aircraft equipped with sliding doors having logged less than 90 flying hours:

- At the latest at 110 flying hours, then at intervals of no more than 110 flying hours, check the sliding door rear roller support pin in compliance with the instructions specified in § 2.B of referenced EUROCOPTER AS 355 Alert Telex (AT) No. 05.00.45.

3.2. Aircraft equipped with sliding doors having logged 90 flying hours or more:

- No later than within 20 flying hours, then at intervals of no more than 110 flying hours, comply with the instructions specified in § 2.B of the AT referenced below.

3.3. Before installation, on an aircraft, of sliding doors held as spares and having logged flying hours, comply with the instructions specified in § 2.B of the AT referenced below.

**AIRWORTHINESS DIRECTIVE****No F-2005-033**

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February 16, 2005

Page:

2/2**4. REFERENCE PUBLICATION:**

EUROCOPTER AS 355 Alert Telex No. 05.00.45
(Any subsequent approved revision to this AT is acceptable).

5. EFFECTIVE DATE:

Upon receipt, as from February 16, 2005.

6. REMARK:

For any questions concerning the technical content of the requirements in this AD, please contact:

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E-mail: Directive.technical-support@eurocopter.com

7. APPROVAL:

This AD is approved under EASA reference No 2005-1378 dated February 09, 2005.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-141

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Lufthavstilsynet av 10. desember 1999 nr. 1273

2005-024A "TAIL ROTOR DRIVE – MAIN GEAR BOX"

Påbudet gjelder:

Eurocopter helikopter, alle modeller som er beskrevet i vedlagte kopi av DGAC AD F-2004-198 R1.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F-2004-198 R1.

Tid for utførelse:


Til de tider og intervaller som er beskrevet i vedlagte kopi av DGAC AD F-2004-198 R1.

Referanse:

DGAC AD F-2004-198 R1

Gyldighetsdato:

2005-11-01.

	AIRWORTHINESS DIRECTIVE No F-2004-198 R1	Distribution: A	Issue date: June 22, 2005	Page : 1/3
	Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC as the Airworthiness Authority of the State of Registry for the affected aircraft.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.				
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: F-2004-198 original issue		
Person in charge of airworthiness: EUROCOPTER		Type(s): SA 313/318, SA 315, SA 316/319 helicopters		
Type certificate(s) No. 1 TCDS No 24, 14/6				
ATA chapter: 65	Subject: Tail rotor drive - Main gear box			

1. EFFECTIVITY:

1.1. SE 313 B and SE 3130 helicopters fitted with a main gearbox (MGB) listed in the table below:

MGB Part Number	Serial Number of the MGBs Concerned
3130S62-40-000-2	10232 ; 10276 ; 10453 ; 10468 ; 10476 ; 10613 ; 10616 ; 10695 ; 10971.
3130S62-40-000-3	10121 ; 10157 ; 10242 ; 10538.

1.2. Helicopters:

- SA 3180, SA 318 B, SA 318 C,
- SE 3160, SA 316 B, SA 316 C, SA 319 B,
- SA 315 B,

fitted with a main gearbox (MGB) listed in the table below:

MGB Part Number	Serial Number of the MGBs concerned
319A62-00-000-4	3-10228 ; 3-11372 ; 3-10822.

2. REASONS:

This Airworthiness Directive (AD) is issued following a detection of a roller absence on the lower bearing of the bevel gear wheel in an MGB having been subject to a maintenance check performed by the French company HELI TECHNIQUE. This absence could lead to the loss of the tooth meshing of the tail rotor drive system and of the helicopter yaw control.

The purpose of Revision 1 of this AD is to:

- convert the referenced EUROCOPTER (Lama) Alert Telex No. 65.43 and (Alouette) Alert Telex No. 65.144 into Alert Service Bulletins (ASBs) bearing the same reference numbers, with no change to the technical content,
- modify the serial numbers list of the MGBs concerned, listed in § 1 above.



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3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures are rendered mandatory:

3.1. On the effective date of the original issue of this AD:

After each rotor shutdown and pending the application of the actions requested by the § 3.2. of this AD, check the magnetic element of the MGB according to the directives of the § 2.B.1. of the referenced ASB corresponding to the aircraft version.

3.1.1. If no metal chip is found on the magnetic element of the MGB:

- Resume flights.

3.1.2. If one or more metal chips are found on the magnetic element of the MGB:

- Comply with the technical directives of the § 3.2. of this AD before resuming flights.

3.2. At the latest within the next 10 flying hours as from the effective date of the original issue of this AD:

Perform a borescope inspection of the lower bearing of the bevel gear wheel according to the directives of the § 2.B.2. of the referenced ASB corresponding to the aircraft version:

3.2.1. If all the rollers are in place in the bearing cage and if absence of metal particle(s) on the magnetic element:

- Resume flights.

3.2.2. If all the rollers are in place in the bearing cage and if presence of metal particle(s) on the magnetic element:

- Comply with the directives of the § 2.B.2.a. of the referenced ASB corresponding to the aircraft version to determine whether or not the MGB can be kept in service.

3.2.3. If one or more rollers are missing from the bearing cage:

- Replace the MGB with an airworthy MGB before resuming flights.

3.3. On spare MGBs, comply with the directives of § 2.B.2. of the referenced ASB corresponding to the aircraft version, before installation on an aircraft.

4. REFERENCE PUBLICATIONS:

EUROCOPTER ALOUETTE Alert Service Bulletin No. 65.144.

EUROCOPTER LAMA Alert Service Bulletin No. 65.43.

(Any subsequent approved revision to these Alert Service Bulletins is acceptable).

5. EFFECTIVE DATES:

Original issue : Upon receipt of the emergency AD issued on December 29, 2004

Revision 1 : July 02, 2005.



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6. REMARKS:

For any questions concerning the technical content of the requirements in this AD, please contact:

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Tel.: +33 (0) 4 42 85 97 97 - Fax: +33 (0) 4 42 85 99 66
E-Mail: Directive.technical-support@eurocopter.com

7. APPROVAL:

The EASA have considered the issuance of Airworthiness Directive the subject of which is the correction of a dangerous situation due to a defective maintenance operation is not in their responsibility scope.

Consequently, this AD having for origin a defective maintenance check, does not comply with the present responsibility EASA scope and is not subject to an EASA approval. It is part of each of the national authorities to decide to take into account this AD by the statutory means judged appropriate.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-142

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2005-027 "ROTOR FLIGHT CONTROLS – YAW CONTROL"

Påbudet gjelder:

Eurocopter AS 350 helikopter, alle modeller som beskrevet i vedlagte kopi av DGAC AD F-2005-042.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F-2005-042.

Tid for utførelse:


Til de tider og intervaller som er beskrevet i vedlagte kopi av DGAC AD F-2005-042, med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD F-2005-042.

Gyldighetsdato:

2005-07-08.

 AIRWORTHINESS DIRECTIVE No F-2005-042	Distribution:	Issue date:	Page :
	A	March 16, 2005	1/2
Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		Translation of « <i>Consigne de Navigabilité</i> » of same number. <i>In case of difficulty, reference should be made to the French issue.</i>
	No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.		
Corresponding foreign Airworthiness Directive(s):		Airworthiness Directive(s) replaced:	
Not applicable		None	
Person in charge of airworthiness:		Type(s):	
EUROCOPTER		AS 350 helicopters	
Type certificate(s) No. 84			
TCDS No 157			
ATA chapter:	Subject:		
67	Rotor flight controls - Yaw control		

1. EFFECTIVITY:

AS 350 helicopter versions B, BA, BB, B1, B2 and D, fitted with stainless steel-caged ball-type controls, PNos.:

- 704A 34-130-068 with automatic flight control system (pre-MOD 072771),
- 704A 34-130-058 without automatic flight control system (pre-MOD 072771).

2. REASON:

This Airworthiness Directive (AD) is issued following many cases of binding discovered in yaw control stainless steel-caged ball-type controls which may generate increased control loads or a feeling of seizure at the pedal units.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following actions must be taken as from the effective date of this AD:

3.1. Aircraft having logged 2000 flying hours or more:

- No later than within 6 months, remove the stainless steel-caged ball-type control and install the new Teflon-caged ball-type control in compliance with the instructions specified in § 2. of EUROCOPTER AS 350 Alert Service Bulletin (ASB) No. 67.00.26 R1, referenced below.

3.2. Aircraft having logged less than 2000 flying hours:

3.2.1. No later than within 6 months after the aircraft has reached 2000 flying hours and at the latest by December 31, 2005, comply with the instructions specified in § 2. of the referenced ASB.

3.2.2. For aircraft that will not have logged 2000 flying hours by December 31, 2005:

- At the latest by December 31, 2005, comply with the instructions specified in § 2. of the referenced ASB.

3.3. Stainless steel-caged ball-type controls PNos. 704A34-130-068 and 704A34-130-058, held (spares, are to be returned to EUROCOPTER for exchange, by December 31, 2005.



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4. REFERENCE PUBLICATION:

EUROCOPTER AS 350 Alert Service Bulletin No. 67.00.26 R1
(Any subsequent approved revision of this ASB is acceptable).

5. EFFECTIVE DATE:

March 26, 2005.

6. REMARK:

For any questions concerning the technical content of the requirements in this AD, please contact:

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7. APPROVAL:

This AD is approved under EASA reference No 2005-2235 dated March 09, 2005.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-143

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2005-028 "ROTOR FLIGHT CONTROLS – YAW CONTROL"

Påbudet gjelder:

Eurocopter AS 355 helikopter, alle modeller som beskrevet i vedlagte kopi av DGAC AD F-2005-043.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F-2005-043.

Tid for utførelse:


Til de tider og intervaller som er beskrevet i vedlagte kopi av DGAC AD F-2005-043, med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD F-2005-043.

Gyldighetsdato:

2005-07-08.

	AIRWORTHINESS DIRECTIVE No F-2005-043	Distribution: A	Issue date: March 16, 2005	Page : 1/2
	Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.	<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.				
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: None		
Person in charge of airworthiness: EUROCOPTER		Type(s): AS 355 helicopters		
Type certificate(s) No. 168 TCDS No 168				
ATA chapter: 67	Subject: Rotor flight controls - Yaw control			

1. EFFECTIVITY:

AS 355 helicopter versions E, F, F1, F2 and N, fitted with stainless steel-caged ball-type controls, PNos:

- 704A 34-130-068 with automatic flight control system (pre-MOD 072771),
- 704A 34-130-086 without automatic flight control system (pre-MOD 072771).

2. REASON:

This Airworthiness Directive (AD) is issued following many cases of binding discovered in yaw control stainless steel-caged ball-type controls which may generate increased control loads or a feeling of seizure at the pedal units.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following actions must be taken as from the effective date of this AD:

3.1. Aircraft having logged 2000 flying hours or more:

- No later than within 6 months, remove the stainless steel-caged ball-type control and install the new Teflon-caged ball-type control in compliance with the instructions specified in § 2. of EUROCOPTER AS 355 Alert Service Bulletin (ASB) No. 67.00.26 R1, referenced below.

3.2. Aircraft having logged less than 2000 flying hours:

3.2.1. No later than within 6 months after the aircraft has reached 2000 flying hours and at the latest by December 31, 2005, comply with the instructions specified in § 2. of the referenced ASB.

3.2.2. For aircraft that will not have logged 2000 flying hours by December 31, 2005:

- At the latest by December 31, 2005, comply with the instructions specified in § 2. of the referenced ASB.

3.3. Stainless steel-caged ball-type controls PNos. 704A34-130-068 and 704A34-130-086, held in spares, are to be returned to EUROCOPTER for exchange, by December 31, 2005.



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No F-2005-043

Distribution:
A

Issue date:
March 16, 2005

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4. REFERENCE PUBLICATION:

EUROCOPTER AS 355 Alert Service Bulletin No. 67.00.26 R1
(Any subsequent approved revision of this ASB is acceptable).

5. EFFECTIVE DATE:

March 26, 2005.

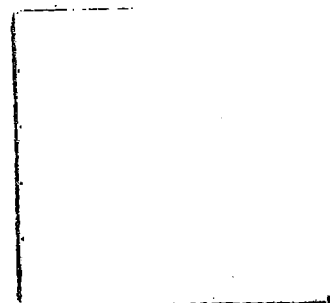
6. REMARK:

For any questions concerning the technical content of the requirements in this AD, please contact:

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7. APPROVAL:

This AD is approved under EASA reference No 2005-2236 dated March 09, 2005.



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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-144

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luffartstilsynet av 10. desember 1999 nr. 1273

2005-032 "TAIL ROTOR DRIVE SHAFT – REAR DRIVE SHAFT FRICTION RING"

Påbudet gjelder:

Eurocopter EC 120 helikopter som beskrevet i vedlagte kopi av DGAC AD F-2005-076.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F-2005-076.

Tid for utførelse:

Til de tider og intervaller som er beskrevet i vedlagte kopi av DGAC AD F-2005-076, med virkning fra denne LDP's gyldighetsdato.

Referanse:


DGAC AD F-2005-076.

Gyldighetsdato:

2005-07-08.

Kansellert

2007-10-24

	AIRWORTHINESS DIRECTIVE No F-2005-076	Distribution: A	Issue date: May 11, 2005	Page : 1/2
	Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.				
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: None		
Person in charge of airworthiness: EUROCOPTER		Type(s): EC 120 helicopters		
Type certificate(s) No. 189 TCDS No 189				
ATA chapter: 65	Subject: Tail rotor drive shaft - Rear drive shaft friction ring			

1. EFFECTIVITY:

EC 120 B helicopters equipped with rear drive shafts, PN: C651A3102051 and C651A3102052.

2. REASONS:

This Airworthiness Directive (AD) is issued following a case of bonding failure and displacement of the damper friction ring on the rear drive shaft, discovered in service.

This incorrect positioning led to wear on the two half-clamps, which, in time, may cause failure of the rear drive shaft.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures are rendered mandatory as from the effective date of this AD:

3.1. Helicopters having logged less than 90 flying hours:

- No later than within the next 110 flying hours, then at intervals not exceeding 110 flying hours, check in compliance with the instructions specified in § 2.B. of referenced EUROCOPTER EC 120 Alert Telex (AT) No. 05A006, that the friction ring has not moved on the rear drive shaft.

3.2. Helicopters having logged 90 flying hours or more:

- No later than within the next 20 flying hours, then at intervals not exceeding 110 flying hours, check in compliance with the instructions specified in § 2.B. of the referenced AT that the friction ring has not moved on the rear drive shaft.



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3.3. Result analysis

Following the visual or tactile check of the friction ring position on the rear drive shaft:

3.3.1. If the friction ring has not moved:

Leave as is and resume flights.

3.3.2. If the friction ring has moved:

At the latest before resuming flights, comply with the instructions specified in § 2.B.2. of the referenced AT.

4. REFERENCE PUBLICATION:

EUROCOPTER EC 120 Alert Telex No. 05A006.
(Any subsequent approved revision to this Alert Telex is acceptable).

5. EFFECTIVE DATE:

Upon receipt as from May 11, 2005.

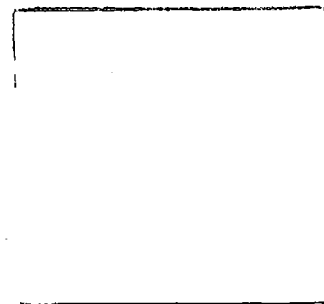
6. REMARK:

For any questions concerning the technical content of the requirements in this AD, please contact:

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7. APPROVAL:

This AD is approved under EASA reference No. 2005-3955 dated May 02, 2005.



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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-145

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2005-033 "TAIL ROTOR DRIVE SHAFT – FORWARD SHAFT SECTION"

Påbudet gjelder:

Eurocopter AS 355 helikopter, alle modeller som beskrevet i vedlagte kopi av DGAC AD F-2005-082.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F-2005-082.

Tid for utførelse:


Til de tider og gangtider som er beskrevet i vedlagte kopi av DGAC AD F-2005-082, med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD F-2005-082.

Gyldighetsdato:

2005-07-08.

 Direction générale de l'aviation civile France GSAC publication	AIRWORTHINESS DIRECTIVE No F-2005-082	Distribution: A	Issue date: May 25, 2005	Page : 1/2
	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.				
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: None		
Person in charge of airworthiness: EUROCOPTER		Type(s): AS 355 helicopters		
Type certificate(s) No. 168 TCDS No 168				
ATA chapter: 01, 65	Subject: Tail rotor drive shaft - Forward shaft section			

1. EFFECTIVITY:

AS 355 E, F, F1, F2 and N helicopters equipped with tail rotor drive shaft forward shaft section, part number 355A 34-1090-00 with serial numbers from 858 up to 873 (inclusive).

Note: this Airworthiness Directive (AD) does not apply to helicopters delivered after January 1st, 2005.

2. REASONS:

This AD is issued following a metallurgical non-conformity that was discovered on a flange of the tail rotor drive shaft forward shaft section of an ECUREUIL helicopter.


The stress analysis has shown that this non-conformity may significantly reduce the strength, and therefore the service life of this component.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures are rendered mandatory as from the effective date of this AD:

3.1. Tail rotor drive shaft forward shaft sections specified in § 1 above, having logged less than 2,400 flying hours:

- At the latest at 2,500 flying hours and at the latest by December 31, 2005 (whichever occurs first), remove the drive shaft forward shaft section and install a drive shaft forward shaft section that is not covered by paragraph 1 above, in compliance with the instructions specified in § 2.B of referenced AS 355 Alert Service Bulletin (ASB) No. 01.00.51.

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2006 - 0247</p> <p>Date: 22 August 2006</p>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.		
Type Approval Holder's Name:	Type/Model designation(s):	
EUROCOPTER	AS 350 Helicopters	
TCDS Number: EASA.R.008		
Foreign AD: Not applicable.		
Supersedes: DGAC AD F-2004-196, EASA approval 2004-12557		
ATA 67	Rotor Flight Controls – Tail Servo-Control	
Manufacturer(s):	EUROCOPTER (formerly EUROCOPTER-FRANCE, AEROSPATIALE)	
Applicability:	<p>EUROCOPTER AS 350 B3 helicopters fitted with a GOODRICH tail servo-control P/No. SC5071-XX or SC5072, except:</p> <ul style="list-style-type: none"> - tail servo-controls P/No. SC5072 with a serial number equal to or above 1372, - tail servo-controls overhauled or repaired in compliance with GOODRICH Service Bulletin No. SC507X-67-39-01-3, - tail servo-controls having never been removed since the delivery of a new aircraft. <p><u>Note:</u> This Airworthiness Directive (AD) is intended for maintenance personnel and crews.</p>	
Reason:	<p>This AD is issued following a case of restricted travel of the LH pedal felt by a pilot. In an autorotation flight at VNE, this restricted travel could lead to side-slip of the helicopter.</p> <p>This AD covers the conversion of EUROCOPTER AS 350 Alert Telex No. 67-00-30 into an Alert Service Bulletin (ASB) with the same reference number and with no change to the technical content.</p> <p>This AD supersedes DGAC AD No. F-2004-196 and introduces no additional requirement.</p>	

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-165

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2006-060 "ROTOR FLIGHT CONTROLS – TAIL SERVO-CONTROL"

Påbudet gjelder:

Eurocopter AS 350 B3 helikoptere som beskrevet i vedlagte kopi av EASA AD 2006-0247.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av EASA AD 2006-0247.

Anm.: Denne LDP erstatter og opphever LDP 2005-019. Denne LDP innfører ingen tilleggskrav sammenlignet med LDP 2005-019, som var basert på DGAC AD F-2004-196.

Tid for utførelse:

Til de tider og gangtider som er beskrevet i vedlagte kopi av EASA AD 2006-0247 med virkning fra 25. mars 2005, som var gyldighetsdato for LDP 2005-019.

Referanse:


EASA AD 2006-0247.

Gyldighetsdato:

2006-11-27.

	<p>EUROCOPTER AS 355 Alert Service Bulletins No. 25.00.84 and No. 25.00.85.</p> <p>or later approved revisions.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Method of Compliance (AMOCs) for this AD. 2. This AD was posted as PAD 06-085 for consultation on 05 April 2006 with a comment period until 19 April 2006. No comment was raised during consultation period. 3. Enquiries regarding this Airworthiness Directive should be referred to Mr. M. Capaccio, Airworthiness Directive Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.europa.eu . 4. For any questions concerning the technical content of the requirements in this AD, please contact: EUROCOPTER (STXI) - Aéroport de Marseille Provence 13725 Marignane Cedex - France. Ph.: + 33 (0) 4 42 85 97 97 - Fax: + 33 (0) 4 42 85 99 66. E-mail: Directive.technical-support@eurocopter.com .

Reason:	<p>This AD is issued following the discovery of a potential risk of untimely squib firing, resulting in the cable being cut.</p> <p>This AD:</p> <ul style="list-style-type: none"> - Replaces AD No. F-2005-087 cancelled by its revision 1. - Restricts the applicability after embodiment of MOD 073318 (elimination of the ground on the hoist squib wiring), in compliance with referenced ASB No. 25.00.95 for AS 350 helicopters and ASB No. 25.00.85 for AS 355 helicopters. - Renders mandatory the embodiment of modification 073318 which consists in disconnecting or eliminating a squib grounding wire, according to the helicopter versions.
Effective Date:	23 June 2006
Compliance:	<p>1. The following measures were rendered mandatory as from May 30, 2005, the effective date of AD F-2005-087:</p> <ul style="list-style-type: none"> - Before the next hoisting operation, deactivate the squib, and affix the required labels in the cockpit and in the cabin, near the hoist operator, in accordance with the instructions specified in paragraph 2.B. of referenced EUROCOPTER ASB No. 25.00.94 for AS 350 helicopters or EUROCOPTER ASB No. 25.00.84 for AS 355 helicopters. - After the squib has been deactivated, and before each subsequent hoisting operation, comply with the operating instructions specified in paragraph 2.D. of referenced EUROCOPTER ASB No. 25.00.94 for AS 350 helicopters or EUROCOPTER ASB No. 25.00.84 for AS 355 helicopters. - Before installing a hoist, held as spares, on a aircraft, comply with the instructions specified in paragraph 2.B. of referenced EUROCOPTER ASB No. 25.00.94 for AS 350 helicopters or EUROCOPTER ASB No. 25.00.84 for AS 355 helicopters. <p>2. The following measures are mandatory as from the effective date of this AD:</p> <p>No later than within 30 days, eliminate the ground from the hoist squib wiring, in compliance with the instructions specified in paragraph 2.B. of referenced ASB No. 25.00.95 for AS 350 helicopters and of referenced ASB No. 25.00.85 for AS 355 helicopters.</p> <p>Before installation on a helicopter, of an electric hoist held as spares, comply with the instructions specified in paragraph 2.B. of referenced ASB No. 25.00.95 for AS 350 helicopters and of referenced ASB No. 25.00.85 for AS 355 helicopters.</p>
Ref. Publications:	EUROCOPTER AS 350 Alert Service Bulletins No. 25.00.94 and No. 25.00.95.

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No: 2006 – 0164</p> <p>Date: 09 June 2006</p>	
<p>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.</p>		
<p>Type Approval Holder's Name:</p> <p>EUROCOPTER</p>	<p>Type/Model designation(s):</p> <p>AS 350 and AS 355.</p>	
<p>TCDS Number: EASA.R.008 and DGAC F 168.</p>		
<p>Foreign AD: None</p>		
<p>Supersedure: DGAC F-2005-087, EASA approval No. 2005-4691</p>		
<p>ATA 25</p>	<p>Equipment/Furnishings – Untimely Firing of Squibs on GOODRICH Electric Hoists</p>	
<p>Manufacturer(s):</p>	<p>EUROCOPTER (Formerly AEROSPATIALE, EUROCOPTER – FRANCE)</p>	
<p>Applicability:</p>	<p>Helicopters:</p> <ul style="list-style-type: none"> - AS 350 B, BA, BB, B1, B2, B3 and D, - AS 355 E, F, F1, F2 and N, <p>Equipped with</p> <ul style="list-style-type: none"> - GOODRICH electric hoists, PN 76370-XXX, (all types of motors), and not modified per MOD 073318 (or per Eurocopter AS 350 Alert Service Bulletin (ASB) No. 25.00.95 or Eurocopter AS 355 Alert Service Bulletin No. 25.00.85) <p>or,</p> <ul style="list-style-type: none"> - GOODRICH electric hoists, PN 76370-XXX, not equipped with the AUXILEC motor. <p>Note: This Airworthiness Directive (AD) is intended for maintenance personnel and crews.</p>	

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-164

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2006-051 "UNTIMELY FIRING OF SQUIBS ON GOODRICH ELECTRIC HOISTS"

Påbudet gjelder:

Alle AS 350 og 355 helikopter utrustet med Goodrich elektrisk heis som beskrevet i vedlagte kopi av EASA AD 2006-0164.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av EASA AD 2006-0164.

Anm.: Denne LDP opphever og erstatter LDP 2005-045 som var basert på DGAC AD F-2005-087.

Tid for utførelse:

Pkt. 1 under "Compliance" i EASA AD 2006-0164 gjelder med virkning fra 1. juni 2005, som var gyldighetsdato for LDP 2005-045.

Pkt. 2 under "Compliance" i EASA AD 2006-0164, gjelder med virkning fra denne LDP's gyldighetsdato.

Referanse:

EASA AD 2006-0164.

Gyldighetsdato:

2006-07-01.

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<p>Compliance:</p>	<p>The following measures are mandatory as from May 25, 2005, the effective date of AD F-2005-082.</p> <ol style="list-style-type: none"> 1. Tail rotor drive shaft forward shaft sections, having logged less than 2,400 flying hours: <ul style="list-style-type: none"> - At the latest at 2,500 flying hours and by December 31, 2005 (the first limit reached is applicable), remove the forward shaft section and install a forward shaft section that is not covered by paragraph "applicability" above, in compliance with the instructions specified in paragraph 2.B. of referenced EUROCOPTER AS 355 ASB No. 01.00.51 R1. 2. Tail rotor drive shaft forward shaft sections, having logged 2,400 flying hours or more: <ul style="list-style-type: none"> - At the latest within 100 flying hours and by December 31, 2005 (the first limit reached is applicable), comply with the instructions specified in paragraph 2.B. of the referenced ASB. 3. Tail rotor drive shaft forward shaft sections, held as spares: <ul style="list-style-type: none"> - These tail rotor drive shaft forward sections must be returned to the EUROCOPTER works at Marignane at the latest by December 31, 2005.
<p>Ref. Publications:</p>	<p>EUROCOPTER AS 355 Alert Service Bulletin No. 01.00.51 R1 or later approved revisions.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Method of Compliance (AMOCs) for this AD. 2. This AD was posted as PAD 06-061 for consultation on 15 March 2006 with a comment period until 31 March 2006. No comment was raised during the consultation period. 3. Enquiries regarding this Airworthiness Directive should be referred to Mr. M. Capaccio, Airworthiness Directive Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.eu.int 4. For any questions concerning the technical content of the requirements in this AD, please contact: EUROCOPTER (STXI) - Aéroport de Marseille Provence 13725 Marignane Cedex - France. Tel: 33 (0) 4 42 85 97 97 - Fax: 33 (0) 4 42 85 99 66. E-mail: Directive.technical-support@eurocopter.com

EASA	AIRWORTHINESS DIRECTIVE	
	<p style="text-align: center;">AD No.: 2006 - 0100</p> <p style="text-align: center;">Date: 24 April 2006</p>	
<p>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.</p>		
<p>Type Approval Holder's Name:</p> <p>EUROCOPTER</p>	<p>Type/Model designation(s):</p> <p>AS 355</p>	
<p>TCDS Number: France 168</p>		
<p>Foreign AD: None.</p>		
<p>Supersedure: DGAC AD F-2005-082 (EASA Approval No. 2005-4319)</p>		
<p>ATA 01, 65</p>	<p>Tail Rotor Drive - Tail Rotor Drive Shaft Forward Shaft Section</p>	
<p>Manufacturer(s):</p>	<p>EUROCOPTER (formerly EUROCOPTER FRANCE, AEROSPATIALE)</p>	
<p>Applicability:</p>	<p>AS 355 E, F, F1, F2 and N helicopters equipped with a tail rotor drive shaft forward section PN 355A 34-1090-00 with serial numbers from No. M 858 (inclusive) up to No. M 873 (inclusive).</p> <p>Note: This Airworthiness Directive (AD) does not apply to helicopters delivered after January 1, 2005.</p>	
<p>Reason:</p>	<p>This AD is issued following a metallurgical non-conformity that was discovered on a flange of the forward shaft section of the tail rotor drive shaft of an AS 355 helicopter.</p> <p>The stress analysis has shown that this non-conformity can significantly reduce the strength of this component and thereby its service life.</p> <p>This AD supersedes DGAC AD F-2005-082 and covers Revision 1 of EUROCOPTER AS 355 Alert Service Bulletin (ASB) No. 01.00.51 referenced below which specifies the applicability by adding a letter "M" to the beginning of the serial numbers of the shafts concerned.</p>	
<p>Effective Date:</p>	<p>05 May 2006</p>	

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-163

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2006-043 "TAIL ROTOR DRIVE SHAFT FORWARD SHAFT SECTION"

Påbudet gjelder:

Eurocopter AS 355 helikoptere som beskrevet i vedlagte kopi av EASA AD 2006-0100.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av EASA AD 2006-0100.

Anm.: Denne LDP erstatter og opphever LDP 2005-033 som var basert på DGAC AD F-2005-082.

Tid for utførelse:

Til de tider og gangtider som er beskrevet i vedlagte kopi av EASA AD 2006-0100 med virkning fra 8. juli 2005, som var gyldighetsdato for LDP 2005-033.

Referanse:


EASA AD 2006-0100.

Gyldighetsdato:

2006-07-01.

	<p>SA 315 No. 01.33 SA 341/342 No. 01.32 SA 360/365 C No. 01.41 AL II and III No. 01.68 or later approved revisions.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Method of Compliance (AMOCs) for this AD. 2. This AD was posted as PAD 06-059 for consultation on 15 March 2006 with a comment period until 31 March 2006. No comment was raised during the consultation period. 3. Enquiries regarding this Airworthiness Directive should be referred to Mr. M. Capaccio, Airworthiness Directive Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.eu.int 4. For any questions concerning the technical content of the requirements in this AD, please contact: EUROCOPTER (STXI) - Aéroport de Marseille Provence 13725 Marignane Cedex - France. Tél : 33 (0) 4 42 85 97 97 - Fax : 33 (0) 4 42 85 99 66. E-mail : Directive.technical-support@eurocopter.com

	SA 360 C, SA 365 C,C1,C2,C3	76375-xxx, 76378-xxx	710177
	SA 365 N and N1. AS 365 N2 and N3	76375-xxx, 76378-xxx	710177
	EC 155 B,B1	76378-xxx,	710177
	SA 330 F,G,J	76300-xxx, 76360-xxx, 76360-xxx-xx, 76368-xxx	704160, 708223, 708931, 710177
	AS 332 C,C1,L,L1,L2	76360-xxx, 76360-xxx-xx, 76365-xxx, 76368-xxx, 76370-xxx	708223, 708931, 709866, 710177
<p>Refer to the approved documentation according to the type of aircraft to determine which hook is installed on which hoist</p> <p>Note: The hooks concerned are not fitted with a tongue locking system.</p>			
Reason:	<p>This Airworthiness Directive (AD) is issued following a case of incorrect positioning of the strap in the hook of the hoist, which led to distortion of the tongue and caused the stretcher to drop during a hoisting operation.</p> <p>This AD covers the conversion of the EUROCOPTER Alert Telexes into Alert Service Bulletins (ASBs) with the same reference numbers listed below, corresponding to the helicopter version, with no change to the technical content.</p> <p>This AD supersedes DGAC AD F-2004-046 and introduces no additional requirement.</p>		
Effective Date:	05 May 2006		
Compliance:	<p>The following measures are mandatory as from March 31, 2004, the effective date of AD F-2004-046.</p> <ol style="list-style-type: none"> 1. Each time before using the hoist, comply with the operational procedure and restriction prohibiting the use of straps, specified in paragraph 2.A of the referenced EUROCOPTER Alert Service Bulletin (ASB), corresponding to the helicopter version. 2. No later than 2 months (as from March 31, 2004), comply with the instructions specified in paragraph 2.B of the referenced ASB, corresponding to the helicopter version. 		
Ref. Publications:	<p>EUROCOPTER Alert Service Bulletins:</p> <p>AS 350 No. 01.00.54</p> <p>AS 355 No. 01.00.49</p> <p>AS 365 No. 01.00.57</p> <p>EC 155 No. 04A006</p> <p>AS 332 No. 01.00.69</p> <p>SA 330 No. 01.63</p>		

EASA	AIRWORTHINESS DIRECTIVE		
	<p>AD No.: 2006 - 0098 [Corrected August 31, 2006]</p> <p>Date: 24 April 2006</p>		
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.			
Type Approval Holder's Name:		Type/Model designation(s):	
EUROCOPTER		AS 350, AS 355, AS 365 N, SA 365 N, EC 155, AS 332, SA 330, SA 315, SA 341/ 342, SA 360, SA 365 C, SA 313 /318 and SA 316/ 319 series helicopters	
TCDS Number: EASA.R.008, 159, 168, 61, 136, 153, 24			
Foreign AD: None			
Supersedure: DGAC AD F-2004-046 (EASA approval No. 2004-3061)			
ATA 25	Equipment / Furnishings – Hoist Hooks		
Manufacturer(s):	EUROCOPTER (formerly EUROCOPTER FRANCE, AEROSPATIALE, SUD AVIATION)		
Applicability:	Helicopters	equipped with GOODRICH (LUCAS – AIR EQUIPEMENT) hoists, part numbers	fitted with hooks, part numbers
	SE 313 B and SE 3130, SA 318 B and C, SA 3180, SA 316 B and C, SE 3160 and SA 319 B	76300-xxx	704160, 708931
	SA 315 B	76300-xxx	704160, 708931
	SA 341 G and SA 342 J	76370-xxx	709866
	AS 350 B,BA,B1,B2,B3,BB,D	76370-xxx	709866
	AS 355 E,F,F1,F2,N	76370-xxx	709866

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-162

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2006-042 "HOIST HOOKS"

RETTELSE: Det er gjort enkelte korreksjoner i type- og modellbetegnelser sammenlignet med den opprinnelige EASA AD 2006-0098. Endringene er markert med strek i margin i vedlagte korrigerende versjon av EASA AD 2006-0098.

Påbudet gjelder:

Eurocopter helikoptere, alle typer/modeller som beskrevet i vedlagte kopi av EASA AD 2006-0098.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av EASA AD 2006-0098.

Anm.: Denne LDP opphever og erstatter LDP 2004-043. Denne LDP innfører ingen tilleggskrav sammenlignet med LDP 2004-043, som var basert på DGAC AD F-2004-046.

Tid for utførelse:

Til de tider og intervaller som er angitt i vedlagte kopi av EASA AD 2006-0098 med virkning fra 28. juni 2004, som var gyldighetsdato for LDP 2004-043.

Referanse:


EASA AD 2006-0098.

Gyldighetsdato:

2006-07-01.

	<p>compliance with the instructions specified in paragraph 2.B.3.a.1,</p> <p>b) if the tightening torque of one or both of the attachment screws is less than 80% of the minimum torque value and/or if there is a loosened rivet, check that there is no crack in the upper fin spar, in compliance with the instructions specified in paragraph 2.B.3.a.2,</p> <p>- if a crack is detected in the spar, replace the upper fin, scrap the 2 attachment screws and replace them before installing a new fin, in compliance with the instructions specified in paragraph 2.B.3.a.2,</p> <p>- if there is a loosened rivet, replace the loosened rivet(s), scrap the 2 attachment screws and replace them in compliance with the instructions specified in paragraph 2.B.3.a.2,</p> <p>- if there is no crack and no loosened rivet, scrap the 2 attachment screws and replace them in compliance with the instructions specified in paragraph 2.B.3.a.2,</p> <p>c) if the tightening torque of the 2 attachment screws is equal to or more than 80% of the minimum torque value, and if there is no crack and no loosened rivet, scrap the 2 attachment screws and replace them in compliance with the instructions specified in paragraph 2.B.3.a.3.</p>
Ref. Publications:	EUROCOPTER AS 355 Alert Service Bulletin No. 55.00.11. or later approved revisions.
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Method of Compliance (AMOCs) for this AD. 2. This AD was posted as PAD 06-047 for consultation on 3 March 2006 with a comment period until 17 March 2006. No comment was raised during the consultation period. 3. Enquiries regarding this Airworthiness Directive should be referred to Mr. M. Capaccio, Airworthiness Directive Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.eu.int 4. For any questions concerning the technical content of the requirements in this AD, please contact: EUROCOPTER (STXI) - Aéroport de Marseille Provence 13725 Marignane Cedex - France. Tél : 33 (0) 4 42 85 97 97 - Fax : 33 (0) 4 42 85 99 66. E-mail : Directive.technical-support@eurocopter.com

<p>Compliance:</p>	<p>The following measures are mandatory as from 02 May 2006, the effective date of the original issue of this AD:</p> <p>1. Helicopters equipped with upper and lower fins <u>pre</u>-MOD 073288</p> <p>1.1. No later than within 110 flying hours, replace the upper fin and lower fin attachment screws, in compliance with the instructions specified in paragraph 2.B.2. of referenced EUROCOPTER AS 355 Alert Service Bulletin (ASB) No. 55.00.11.</p> <p>1.2. At intervals not exceeding 110 flying hours, check the tightening torque of the upper fin attachment screws and check the upper fin reinforcement splice for cracks and loosened rivets, in compliance with the instructions specified in paragraph 2.B.3 of referenced ASB:</p> <p>a) if a crack is detected in the reinforcement splice, replace the fin, scrap the 2 attachment screws and replace them before installing a new fin, in compliance with the instructions specified in paragraph 2.B.3.a.1,</p> <p>b) if the tightening torque of one or both of the attachment screws is less than 80% of the minimum torque value and/or if there is a loosened rivet, check that there is no crack in the upper fin spar, in compliance with the instructions specified in paragraph 2.B.3.a.2,</p> <p>- if there is a crack in the spar, replace the upper fin, scrap the 2 attachment screws and replace them before installing a new fin, in compliance with the instructions specified in paragraph 2.B.3.a.2,</p> <p>- if there is a loosened rivet, replace the loosened rivet(s), scrap the 2 attachment screws and replace them in compliance with the instructions specified in paragraph 2.B.3.a.2,</p> <p>- if there is no crack and no loosened rivet, scrap the 2 attachment screws and replace them in compliance with the instructions specified in paragraph 2.B.3.a.2,</p> <p>c) if the tightening torque of the 2 attachment screws is equal to or more than 80% of the minimum torque value and if there is no crack and no loosened rivet, scrap the 2 attachment screws and replace them in compliance with the instructions specified in paragraph 2.B.3.a.3.</p> <p>2. Helicopters equipped with upper and lower fins <u>post</u>-MOD 073288.</p> <p>No later than within 110 flying hours and at intervals not exceeding 110 flying hours, check the tightening torque of the upper fin attachment screws and check that there is no crack and no loosened rivet in the upper fin reinforcement splice, in compliance with the instructions specified in paragraph 2.B.3. of referenced ASB:</p> <p>a) if a crack is detected in the reinforcement splice, replace the fin, scrap the 2 attachment screws and replace them before installing a new fin, in</p>
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EASA	AIRWORTHINESS DIRECTIVE
	<p style="text-align: center;">AD No.: 2006 -- 0097 R1</p> <p style="text-align: center;">Date: 18 August 2006</p>
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.	
Type Approval Holder's Name:	Type/Model designation(s):
EUROCOPTER	AS 355
TCDS Number: France 168	
Foreign AD: None	
Supersedes: This AD supersedes EASA AD 2006-0097 dated 24 April 2006.	
ATA 55	Stabilizers – Upper and Lower Fins
Manufacturer(s):	EUROCOPTER , EUROCOPTER – FRANCE, AEROSPATIALE
Applicability:	AS 355 E, F, F1, F2 and N helicopters .
Reason:	<p>This Airworthiness Directive (AD) is issued following the discovery of two cases of cracks in the spar of the upper fin on AS 355 N helicopters.</p> <p>The growth of a crack in the attachment spar of a fin can, in time, lead to the failure of the spar and the loss of the fin.</p> <p>Compliance with the requirements of EUROCOPTER Alert Service Bulletin (ASB) 355 No. 55.00.11 cancels and replaces the corrective actions mandated by EASA AD 2006-0096 for AS 355 helicopters.</p> <p>Reason for revision: The applicability section of the original issue of this AD erroneously included a statement suggesting that the AD applied to helicopters that have been modified i.a.w. ASB 55.00.11. Clearly, this cannot be true, since that modification is the subject of the AD's requirement. This AD has been revised for clarification. For practical purposes, no PAD was issued to request comments on this revision.</p>
Effective Date:	20 August 2006

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-161

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luffartstilsynet av 10. desember 1999 nr. 1273

2006-041A "STABILIZERS – UPPER AND LOWER FINS"

Påbudet gjelder:

Eurocopter AS 355 helikoptere som beskrevet i vedlagte kopi av EASA AD 2006-0097 R1.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av EASA AD 2006-0097 R1.

Tid for utførelse:

Til de tider og intervaller som er beskrevet i vedlagte kopi av EASA AD 2006-0097 R1 med virkning fra 1. juni 2006, som tider og intervaller skulle regnes fra i henhold til originalutgaven av denne LDP.

Referanse:


EASA AD 2006-0097 R1.

Gyldighetsdato:

2006-11-27.

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	<p>2. Interpretation of the result:</p> <p>a) If a crack is detected in one of the spars, replace the fin concerned as per MET Work Card 55.00.00.402.</p> <p>b) If there is no crack: Resume flights and repeat the check at intervals not exceeding 110 flying hours (cf. paragraph 1).</p>
Ref. Publications:	EUROCOPTER AS 355 Alert Service Bulletin No. 05.00.44 or later approved revisions.
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Method of Compliance (AMOCs) for this AD. 2. This AD was posted as PAD 06-046 for consultation on 3 March 2006 with a comment period until 17 March 2006. No comment was raised during the consultation period. 3. Enquiries regarding this Airworthiness Directive should be referred to Mr. M. Capaccio, Airworthiness Directive Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.eu.int 4. For any questions concerning the technical content of the requirements in this AD, please contact: EUROCOPTER (STXI) - Aéroport de Marseille Provence 13725 Marignane Cedex - France. Tél : 33 (0) 4 42 85 97 97 - Fax : 33 (0) 4 42 85 99 66. E-mail : Directive.technical-support@eurocopter.com

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2006 - 0096</p> <p>Date: 24 April 2006</p>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.		
Type Approval Holder's Name:		Type/Model designation(s):
EUROCOPTER		AS 355 helicopters
TCDS Number: France 168		
Foreign AD: None		
Supersedes: DGAC AD F 2005-006 (EASA Approval No. 2004-12546)		
ATA 55	Stabilizers – Upper and Lower Fins	
Manufacturer(s):	EUROCOPTER (formerly EUROCOPTER – FRANCE, AEROSPATIALE)	
Applicability:	AS 355 E, F, F1, F2 and N helicopters before application of EUROCOPTER Alert Service Bulletin (ASB) 355 No. 55.00.11.	
Reason:	<p>This Airworthiness Directive (AD) is issued following the discovery of two cases of cracks in the spar of the upper fin on AS 355 N helicopters.</p> <p>The growth of a crack in the attachment spar of a fin can, in time, lead to the failure of the spar and the loss of the fin.</p> <p>This AD covers the conversion of EUROCOPTER AS 355 Alert Telex No. 05.00.44 into an ASB, with the same reference number, with no modification to the technical content, with a limitation to its applicability.</p> <p>This AD supersedes DGAC AD No. F-2005-006 and introduces no additional requirements to it but limits its applicability.</p>	
Effective Date:	02 May 2006	
Compliance:	<p>The following measures are mandatory as from January 5, 2005, the effective date of AD No. F-2005-006:</p> <p>1. No later than within 25 flying hours, then at intervals not exceeding 110 flying hours, check that there is no crack in the spar of the upper and lower fins, in compliance with the instructions specified in paragraph 2.B. of referenced ASB.</p>	

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-160

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2006-040 "STABILIZERS – UPPER AND LOWER FINS"

Påbudet gjelder:

Eurocopter AS 355 helikoptere som beskrevet i vedlagte kopi av EASA AD 2006-0096.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av EASA AD 2006-0096.

Anm.: Denne LDP erstatter og opphever LDP 2005-022. Denne LDP krever ingen tilleggstiltak sammenlignet med LDP 2005-022, som var basert på DGAC AD F-2005-006.

Tid for utførelse:

Til de tider og intervaller som er angitt i vedlagte kopi av EASA AD 2006-0096 med virkning fra 25. april 2005, som var gyldighetsdato for LDP 2005-022.

Referanse:


EASA AD 2006-0096.

Gyldighetsdato:

2006-07-01.

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	<p>2. Interpretation of the result:</p> <p>a) If a crack is detected in one of the spars, replace the fin concerned as per MET Work Card 55.00.00.402.</p> <p>b) If there is no crack: Resume flights and repeat the check at intervals not exceeding 110 flying hours (cf. paragraph 1).</p>
Ref. Publications:	EUROCOPTER AS 350 Alert Service Bulletin No. 05.00.46 or later approved revisions.
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Method of Compliance (AMOCs) for this AD. 2. This AD was posted as PAD 06-045 for consultation on 3 March 2006 with a comment period until 17 March 2006. No comment was raised during the consultation period. 3. Enquiries regarding this Airworthiness Directive should be referred to Mr. M. Capaccio, Airworthiness Directive Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.eu.int 4. For any questions concerning the technical content of the requirements in this AD, please contact: EUROCOPTER (STXI) - Aéroport de Marseille Provence 13725 Marignane Cedex - France. Tél : 33 (0) 4 42 85 97 97 - Fax : 33 (0) 4 42 85 99 66. E-mail : Directive.technical-support@eurocopter.com

EASA	AIRWORTHINESS DIRECTIVE
	<p data-bbox="520 360 772 389">AD No: 2006 - 0095</p> <p data-bbox="520 521 772 551">Date: 24 April 2006</p>
<p data-bbox="188 622 1315 672">No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.</p>	
<p data-bbox="188 696 600 725">Type Approval Holder's Name:</p> <p data-bbox="188 752 389 781">EUROCOPTER</p>	<p data-bbox="767 689 1129 719">Type/Model designation(s):</p> <p data-bbox="767 752 1007 781">AS 350 helicopters</p>
<p data-bbox="188 819 512 848">TCDS Number: EASA R.008</p>	
<p data-bbox="188 898 397 927">Foreign AD : None</p>	
<p data-bbox="188 965 983 994">Supersedes: DGAC AD F 2005-010 (EASA Approval No. 2004-12550)</p>	
<p data-bbox="225 1099 325 1128">ATA 55</p>	<p data-bbox="480 1095 943 1124">Stabilizers – Upper and Lower Fins</p>
<p data-bbox="188 1218 373 1247">Manufacturer(s):</p>	<p data-bbox="480 1218 1305 1247">EUROCOPTER (formerly EUROCOPTER – FRANCE, AEROSPATIALE)</p>
<p data-bbox="188 1294 331 1323">Applicability:</p>	<p data-bbox="480 1285 1337 1346">AS 350 B3 helicopters before application of EUROCOPTER Alert Service Bulletin (ASB) 350 No. 55.00.13.</p>
<p data-bbox="188 1384 284 1413">Reason:</p>	<p data-bbox="480 1379 1337 1440">This Airworthiness Directive (AD) is issued following the discovery of two cases of cracks in the spar of the upper fin on AS 355 N helicopter.</p> <p data-bbox="480 1453 1337 1514">The growth of a crack in the attachment spar of a fin can, in time, lead to the failure of the spar and the loss of the fin.</p> <p data-bbox="480 1527 1337 1610">This AD covers the conversion of EUROCOPTER AS 350 Alert Telex No. 05.00.46 into an ASB, with the same reference number, with no modification to the technical content, with a limitation to its applicability.</p> <p data-bbox="480 1624 1337 1684">This AD supersedes DGAC AD No. F-2005-010 and introduces no additional requirements to it but limits its applicability.</p>
<p data-bbox="188 1731 357 1760">Effective Date:</p>	<p data-bbox="480 1731 632 1760">02 May 2006</p>
<p data-bbox="188 1809 331 1839">Compliance:</p>	<p data-bbox="480 1798 1337 1859">The following measures are mandatory as from January 5, 2005, the effective date of AD No. F-2005-010:</p> <p data-bbox="480 1917 1337 2033">1. No later than within 25 flying hours, then at intervals not exceeding 110 flying hours, check that there is no crack in the spar of the upper and lower fins, in compliance with the instructions specified in paragraph 2.B. of referenced EUROCOPTER AS 350 ASB No. 05.00.46.</p>

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-159

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2006-039 "STABILIZERS – UPPER AND LOWER FINS"

Påbudet gjelder:

Eurocopter AS 350 B3 helikoptre som beskrevet i vedlagte kopi av EASA AD 2006-0095.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av EASA AD 2006-0095.

Anm.: Denne LDP erstatter og opphever LDP 2005-020. Denne LDP krever ingen tilleggstiltak sammenlignet med LDP 2005-020, som var basert på DGAC AD F-2005-010.

Tid for utførelse:

Til de tider og intervaller som er beskrevet i vedlagte kopi av EASA AD 2006-0095, med virkning fra 25. april 2005, som var gyldighetsdato for LDP 2005-020.

Referanse:


EASA AD 2006-0095.

Gyldighetsdato:

2006-07-01.

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Compliance:	<p>The following measures are rendered mandatory as from the effective date of this AD:</p> <ol style="list-style-type: none"> 1. No later than within 110 flying hours, adjust the microswitch and check it for correct operation, in compliance with the instructions specified in paragraphs 2.B.2. and 2.B.3. of referenced EUROCOPTER AS 350 Alert Service Bulletin (ASB) No. 05.00.49. 2. Replace the microswitch in compliance with the instructions specified in paragraph 2.B.4. of the referenced ASB: <ul style="list-style-type: none"> - For helicopters with less than 440 flying hours: at the latest at 550 flying hours, carrying out the checks defined in paragraph 3. of this AD before the helicopter has logged 550 flying hours. - For helicopters with 440 flying hours or more: no later than within 110 flying hours. 3. Carry out a functional test of the micro switch every 110 flying hours, in compliance with the instructions specified in paragraph 2.B.3. of the referenced ASB. 4. Replace the microswitch every 550 flying hours in compliance with the instructions specified in paragraph 2.B.4 of the referenced ASB.
Ref. Publications:	EUROCOPTER AS 350 Alert Service Bulletin No. 05.00.49, or later approved revisions.
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Method of Compliance (AMOCs) for this AD. 2. This AD was posted as PAD 06-043 for consultation on 23 February 2006 with a comment period until 09 March 2006. No comment was raised during the consultation period. 3. Enquiries regarding this Airworthiness Directive should be referred to Mr. M. Capaccio, Airworthiness Directive Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.eu.int 4. For any questions concerning the technical content of the requirements in this AD, please contact: EUROCOPTER (STXI) - Aéroport de Marseille Provence 13725 Marignane Cedex - France. Ph. : 33 (0) 4 42 85 97 97 - Fax : 33 (0) 4 42 85 99 66. E-mail : Directive.technical-support@eurocopter.com

EASA	AIRWORTHINESS DIRECTIVE	
	<p style="text-align: center;">AD No.: 2006 – 0094</p> <p style="text-align: center;">Date: 21 April 2006</p>	
<p>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.</p>		
<p>Type Approval Holder's Name: EUROCOPTER</p>	<p>Type/Model designation(s): AS 350</p>	
<p>TCDS Number: EASA. R. 008</p>		
<p>Foreign AD: None.</p>		
<p>Supersedes: None.</p>		
ATA 76	Engine Controls – Twist Grip Assembly	
<p>Manufacturer(s):</p>	<p>EUROCOPTER</p>	
<p>Applicability:</p>	<p>AS 350 B3 helicopters, equipped with twist grips before embodiment of MOD 073261 (new twist grip assembly compatible with the ARRIEL 2B1 engine installation).</p>	
<p>Reason:</p>	<p>This Airworthiness Directive (AD) is issued following a case experienced during an autorotation training procedure during which the engine remained at idle rating although the twist grip had been turned back to the "FLIGHT" position.</p> <p>Analysis has revealed jamming of the "forced idle" microswitch (called microswitch in the text below) pin in the pushed-in position.</p> <p>The jamming results in the engine speed being held at "forced idle":</p> <ul style="list-style-type: none"> - when the pilot turns the twist grip back to the "FLIGHT" position on completion of autorotation training, <p>or,</p> <ul style="list-style-type: none"> - when the pilot turns the grip in the low flow rate direction during training for governor failure. 	
<p>Effective Date:</p>	<p>05 May 2006</p>	

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-158

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2006-038 "ENGINE CONTROL – TWIST GRIP ASSEMBLY"

Påbudet gjelder:

Eurocopter AS 350 B3 helikoptre som beskrevet i vedlagte kopi av EASA AD 2006-0094.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av EASA AD 2006-0094.

Tid for utførelse:

Til de tider og intervaller som er angitt i vedlagte kopi av EASA AD 2006-0094, regnet fra 1. juni 2006.

Referanse:


EASA AD 2006-0094.

Gyldighetsdato:

2006-07-01.

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	<p>2. Interpretation of the results:</p> <p>If the twist grip turns when applying the load to the twist grip:</p> <p>Before resuming flights, replace the corresponding collective lever, in compliance with the instructions specified in paragraph 2.B.3. of the referenced ASB.</p> <p>3. Before installation on a helicopter of a twist grip assembly covered by this AD and held as spares, comply with the instructions specified in paragraph 2.B.4. of the referenced ASB.</p>
Ref. Publications:	EUROCOPTER EC 120 Alert Service Bulletin No. 76A006. or later approved revisions.
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. This AD was posted as PAD 06-031 for consultation on 13 February 2006 with a comment period until 28 February 2006. No comment was raised during the consultation period. 3. Enquiries regarding this Airworthiness Directive should be referred to Mr. M. Capaccio, Airworthiness Directive Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.eu.int. 4. For any question concerning the technical content of the requirements in this AD, please contact EUROCOPTER (Ph. +33 (0)442 85 97 97; Fax +33 (0)442 85 99 96).

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No: 2006 - 0093</p> <p>Date: 21 April 2006</p>	
<p>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.</p>		
<p>Type Approval Holder's Name: EUROCOPTER</p>	<p>Type/Model designation(s): EC 120 helicopters</p>	
<p>TCDS Number: France 189</p>		
<p>Foreign AD: None</p>		
<p>Supersedure: None</p>		
<p>ATA 76</p>	<p>Engine Controls – Twist Grip Assembly</p>	
<p>Manufacturer(s):</p>	<p>EUROCOPTER</p>	
<p>Applicability:</p>	<p>EC 120 B helicopters equipped with a twist grip assembly, part number:</p> <ul style="list-style-type: none"> - C761A2024104 with a serial number below 0418, - C761A2025104 with a serial number below 0382. 	
<p>Reason:</p>	<p>This Airworthiness Directive (AD) is issued following a case experienced during an autorotation training procedure during which the engine remained at idle rating although the twist grip had been turned back to the flight position.</p> <p>Analysis has revealed failure of the twist grip drive tube and control pinion bonded attachment due to non-compliant surface preparation.</p>	
<p>Effective Date:</p>	<p>05 May 2006</p>	
<p>Compliance:</p>	<p>The following measures are rendered mandatory as from the effective date of this AD:</p> <ol style="list-style-type: none"> 1. No later than within 110 flying hours or within 4 months (the first limit reached is applicable), check the bonding between the drive tube and the control pinion of the pilot and copilot collective lever twist grip assembly, by applying a load to the twist grip, in compliance with the instructions specified in paragraphs 2.B.1 and 2.B.2 of referenced EUROCOPTER EC 120 Alert Service Bulletin (ASB) No. 76A006. 	

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-157

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2006-037 "ENGINE CONTROL – TWIST GRIP ASSEMBLY"

Påbudet gjelder:

Eurocopter EC 120 helikoptre som beskrevet i vedlagte kopi av EASA AD 2006-0093.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av EASA AD 2006-0093.

Tid for utførelse:

Til de tider som er angitt i vedlagte kopi av EASA AD 2006-0093, regnet fra 1. juni 2006.

Referanse:


EASA AD 2006-0093.

Gyldighetsdato:

2006-07-01.

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<p>Compliance:</p>	<p>Reminder of the measures rendered mandatory as from March 26, 2005, the effective date of AD F-2005-043.</p> <p>3.1. Helicopters having logged 2,000 flying hours or more:</p> <ul style="list-style-type: none"> - No later than within 6 months, remove the stainless steel-caged ball-type control and install the new Teflon-caged ball-type control, in compliance with the instructions specified in paragraph 2 of referenced EUROCOPTER AS 355 ASB No. 67.00.26 R2. <p>3.2. Helicopters having logged less than 2,000 flying hours:</p> <p>3.2.1. Within 6 months, after the helicopter has reached 2,000 flying hours, and at the latest by December 31, 2005, comply with the instructions specified in paragraph 2 of the referenced ASB.</p> <p>3.2.2. For helicopters that will not have logged 2,000 flying hours by December 31, 2005:</p> <ul style="list-style-type: none"> - At the latest by December 31, 2005, comply with the instructions specified in paragraph 2 of the referenced ASB. <p>3.3. Stainless steel-caged ball-type controls PN 704A34-130-068 and 704A34-130-086, held as spares, are to be returned to EUROCOPTER for exchange.</p>
<p>Ref. Publications:</p>	<p>EUROCOPTER AS 355 Alert Service Bulletin No. 67.00.26 R2. or later approved revisions.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. This AD was posted as PAD 06-028 for consultation on 13 February 2006 with a comment period until 28 February 2006. No comment was raised during the consultation period. 3. Enquiries regarding this Airworthiness Directive should be referred to Mr. M. Capaccio, Airworthiness Directive Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.eu.int. 4. For any question concerning the technical content of the requirements in this AD, please contact EUROCOPTER (Ph. +33 (0)442 85 97 97; Fax +33 (0)442 85 99 96).

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2006 - 0081</p> <p>Date: 03 April 2006</p>	
<p>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.</p>		
<p>Type Approval Holder's Name:</p> <p>EUROCOPTER</p>	<p>Type/Model designation(s):</p> <p>AS 355</p>	
<p>TCDS Number: France 168</p>		
<p>Foreign AD: None</p>		
<p>Supersedes: F – 2005 – 043</p>		
<p>ATA 67</p>	<p>Rotors Flight Control – Yaw Control</p>	
<p>Manufacturer(s):</p>	<p>EUROCOPTER (Formerly EUROCOPTER FRANCE, AEROSPATIALE)</p>	
<p>Applicability:</p>	<p>AS 355 E, F, F1, F2 and N helicopters, equipped with stainless steel-caged ball-type controls pre MOD 07 2771, part numbers:</p> <ul style="list-style-type: none"> - 704A34-130-068 for helicopters with Automatic Flight Control System (AFCS) or without AFCS, but with collective-to-yaw control coupling, - 704A34-130-086 for helicopters without AFCS and without collective-to-yaw control coupling. 	
<p>Reason:</p>	<p>This Airworthiness Directive (AD) is issued following many cases of "binding" in the stainless steel-caged ball-type control of the yaw control, which can result in high control loads and seizure felt at the yaw pedal units.</p> <p>This AD:</p> <ul style="list-style-type: none"> - covers Revision 2 of referenced EUROCOPTER AS 355 Alert Service Bulletin (ASB) No. 67.00.26, - provides additional information in "Applicability" paragraph 1. <p>This AD requires no additional action compared with DGAC AD No. F-2006-043.</p>	
<p>Effective Date:</p>	<p>12 April 2006</p>	

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-156

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2006-036 "ROTORS FLIGHT CONTROL – YAW CONTROL"

Påbudet gjelder:

Eurocopter AS 355 helikoptre som beskrevet i vedlagte kopi av EASA AD 2006-0081.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av EASA AD 2006-0081.

Anm.: Denne LDP erstatter og opphever LDP 2005-028. Denne LDP krever ingen tilleggstiltak sammenlignet med LDP 2005-028 som var basert på DGAC AD No. F-2005-043.

Tid for utførelse:

Med virkning fra 8. juli 2005, som var gyldighetsdato for LDP 2005-028.

Referanse:

EASA AD 2006-0081.

Gyldighetsdato:

2006-07-01.

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AIRWORTHINESS DIRECTIVE
No F-2006-040

Distribution:
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Issue date:
February 15, 2006

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6. REMARKS:


This AD has been the subject of an emergency diffusion on January 27, 2006.

For questions concerning the technical contents of this AD's requirements, contact:

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7. APPROVAL:

This AD is approved under EASA reference No 2006-036-E dated January 30, 2006.

	AIRWORTHINESS DIRECTIVE		Distribution:	Issue date:	Page :
	No F-2006-040		A	February 15, 2006	1/2
Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		Translation of « Consigne de Navigabilité » of same number. <i>In case of difficulty, reference should be made to the French issue.</i>		
	No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.				
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: UF-2006-040			
Person in charge of airworthiness: EUROCOPTER		Type(s): EC 120 helicopters			
Type certificate(s) No. 189 TCDS No 189					
ATA chapter: 62	Subject: Grounding of spherical thrust bearings				

1. EFFECTIVITY:

EUROCOPTER EC 120 B helicopters equipped with spherical thrust bearing reference: "7050A3622036" with serial numbers LK0130, LK0142, LK0155, LK0158.

2. REASON:

This Airworthiness Directive (AD) follows upon the discovery of a batch of spherical thrust bearings which prove to be unfit for flight.

3. MANDATORY ACTIONS AND COMPLIANCE TIME:

The following measures are rendered mandatory as from the effective date of this AD:

- With reception of present AD, the spherical thrust bearings listed in paragraph 1 above are prohibited for flight.

4. REFERENCE PUBLICATION:

EC 120 B EUROCOPTER Alert Telex No 04A006
(Any further approved revision of this AT is acceptable).

5. EFFECTIVE DATE:

Upon receipt of the Emergency AD as from January 27, 2006.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-155

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2006-007 "GROUNDING OF SPHERICAL THRUST BEARINGS"

Påbudet gjelder:

Eurocopter EC 120 helikoptre som beskrevet i vedlagte kopi av DGAC AD F-2006-040.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F-2006-040.

Anm.: Denne AD ble 31. januar 2006 distribuert til de berørte organisasjoner som Emergency Airworthiness Directive (EAD) No: UF-2006-040, med påbud om utførelse av de angitte tiltak.

Tid for utførelse:

Som angitt i EAD No: UF-2006-040, med virkning fra 31. januar 2006.

Referanse:

DGAC AD F-2006-040.

Gyldighetsdato:

2006-01-31.

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**AIRWORTHINESS DIRECTIVE****No F-2006-027**

Distribution:

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Issue date:

February 01, 2006

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3.2. The following measures are rendered mandatory as from the effective date of this AD for main gearboxes fitted with a lubrication pump with serial number SAR 1, SAR 2 or SAR 5:

- At each check after the last flight of the day (ALF) without exceeding 10 flying hours between two checks, inspect the MGB magnetic plug and oil sight, in compliance with the instructions specified in paragraph 2.B.1 of the ASB referenced below.
- Depending on the results of the check, comply with the instructions specified in paragraph 2.B.2 of the ASB referenced below.

3.3. Before installation on an aircraft, of a lubrication pump installed on a main gearbox and covered by paragraph 1, or of a separate lubrication pump covered by paragraph 1:

3.3.1. If the pump has logged flying hours since new, overhaul or repair:

- comply with paragraph 2.B.2. of the referenced ASB,
and
- comply with paragraph 2.B.3. of the referenced ASB, according to the serial number of the lubrication pump (refer to the equipment log card (FME)).

3.3.2. If the pump is new or newly overhauled or repaired:

- leave as is,
or
- comply with paragraph 2.B.3. of the referenced ASB, according to the serial number of the lubrication pump (refer to the equipment log card (FME)).

4. REFERENCE PUBLICATION:

EUROCOPTER AS 355 Alert Service Bulletin No. 05.00.40 R1
(Any subsequent approved revision of this ASB is acceptable).

6. EFFECTIVE DATE:

Upon receipt as from February 1st, 2006.


6. REMARK:

For any questions concerning the technical content of the requirements in this AD, please contact:

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7. APPROVAL:

This AD is approved under EASA reference No 2006-0020 dated January 24, 2006.

	AIRWORTHINESS DIRECTIVE No F-2006-027	Distribution: A	Issue date: February 01, 2006	Page : 1/2
	Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.				
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: 2002-331-071 cancelled by its Revision 3		
Person in charge of airworthiness: EUROCOPTER		Type(s): AS 355 helicopters		
Type certificate(s) No. 168 TCDS No 168				
ATA chapter: 05, 63	Subject: Rotor drive(s) - Main gearbox - Lubrication pump			

1. EFFECTIVITY:

AS 355 E, F, F1, F2 and N helicopters, equipped with main gear boxes fitted with lubrication pumps PN 355A32-0700-01:

- with serial numbers equal to or above 5731,
- or,
- with serial numbers below 5731 if they have been overhauled or repaired after June 1st, 1995,
- or,
- with serial number SAR 1, SAR 2 or SAR 5.

2. REASONS:

This Airworthiness Directive (AD) is issued following four reports of MGB lubrication pump deterioration. In time, the insufficiently lubricated power transmission assembly deteriorates until it causes the loss of the drive train for one or even both engines (deterioration of the combiner gearbox gears).

This AD replaces AD No. 2002-331-071 R2, cancelled by its Revision 3, and extends effectivity of the checks to lubrication pumps with serial number SAR 1, SAR 2 or SAR 5.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

3.1. Reminder of the measures rendered mandatory as from June 21, 2002 (the effective date of the original issue of AD F-2002-331-071) for lubrication pumps except those with serial number SAR 1, SAR 2 or SAR 5:

At each check after the last flight of the day (ALF) without exceeding 10 hours between two checks, inspect the MGB magnetic plug and oil sight, in compliance with the instructions specified in paragraph 2.B.1 of EUROCOPTER AS 355 Alert Service Bulletin (ASB) No. 05.00.40 R1 referenced below.

Depending on the results of the check, comply with the instructions specified in paragraph 2.B.2 of the ASB referenced below.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-154

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2006-002 "MAIN GEAR BOX LUBRICATION PUMP DETERIORATION"

Påbudet gjelder:

Eurocopter AS 355 helikoptre som beskrevet i vedlagte kopi av DGAC AD F-2006-027.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F-2006-027.

Anm.: Denne LDP erstatter og opphever LDP 2002-055B.

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av DGAC AD F-2006-027.

Som "effective date" som omtalt i punkt 3.2 i vedlagte kopi av DGAC AD F-2006-027 gjelder gyldighetsdato for denne LDP.


Referanse:

DGAC AD F-2006-027.

Gyldighetsdato:

2006-03-31.

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	AIRWORTHINESS DIRECTIVE No F-2005-175	Distribution: A	Issue date: October 26, 2005	Page: 2/2
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3.2. For helicopters equipped with pilot cyclic stick PN C671A1003102, the following actions are rendered mandatory as from the effective date of this AD:

3.2.1. Pending compliance with § 3.2.2. below, it is forbidden to fly with no friction applied to the pilot cyclic stick

3.2.2. Comply with the instructions in § 2.B. and § 2.C. of the referenced ASB at the latest by December 31, 2005.

3.3. Before installing a cyclic stick held as spares, replace the washers held in your stores, and modify the pilot cyclic sticks in compliance with the instructions given in § 2.B.5. of the referenced ASB.

4. REFERENCE PUBLICATION:

EUROCOPTER EC 120 Alert Service Bulletin No. 67A011 R1
(Any subsequent approved Revision of this ASB is acceptable).

5. EFFECTIVE DATE:

November 05, 2005.


6. REMARK:

For any questions concerning the technical content of the requirements in this AD, please contact:

EUROCOPTER (STXI) – Aéroport Marseille Provence, 13725 Marignane Cedex – France
Phone: +33 (0)4 42 85 97 97 – Fax: +33 (0)4 42 85 99 66
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7. APPROVAL:

This AD is approved under EASA reference No 2005-6370 dated October 18, 2005.

	AIRWORTHINESS DIRECTIVE		Distribution:	Issue date:	Page :
	No F-2005-175		A	October 26, 2005	1/2
Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.			Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.	
	No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.				
Corresponding foreign Airworthiness Directive(s): Not applicable			Airworthiness Directive(s) replaced: F-2004-059 cancelled by its Revision 1		
Person in charge of airworthiness: EUROCOPTER			Type(s): EC 120 helicopters		
Type certificate(s) No. 189 TCDS No 189					
ATA chapter: 67	Subject: Rotor flight controls - Thrust washers for cyclic stick friction				

1. EFFECTIVITY:

EC 120 B helicopters having a serial number equal to or below No. 1385, and fitted with:

- Thrust washer PN C671A1006201 of the pilot cyclic stick friction device.
- Pilot cyclic sticks PN C671A1007101, C671A1007102 and C671A1003102.

Note: This Airworthiness Directive (AD) is intended for maintenance personnel and crews.

2. REASONS:

This AD is issued following sudden restriction of the cyclic stick travel in flight when retrimming the cyclic stick.

This new AD:

- covers the requirements specified in AD F-2004-059 which is cancelled by its Revision 1,
- covers the requirements specified in referenced Revision 1 of EUROCOPTER EC 120 Alert Service Bulletin (ASB) No. 67A011 that introduces a new part number for the cyclic stick.

3. MANDATORY ACTION(S) AND COMPLIANCE TIMES:

3.1. Reminder of the measures rendered mandatory as from April 28, 2004 (effective date of AD F-2004-059) for helicopters equipped with pilot cyclic stick PN C671A1007101 or PN C671A1007102:

3.1.1. Pending compliance with § 3.1.2. below, it is forbidden to fly with no friction applied to the pilot cyclic stick.

3.1.2. No later than within the next 550 flying hours or 6 months (the first limit reached is applicable):

Remove the pilot cyclic stick and replace the thrust washers in compliance with the instructions given in § 2.B. of referenced EUROCOPTER EC 120 ASB No. 67A011 Revision 1.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-153

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2006-001 "THRUST WASHERS FOR CYCLIC STICK FRICTION"

Påbudet gjelder:

Eurocopter EC 120 helikoptre.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F-2005-175.

Anm.: Denne LDP erstatter og opphever LDP 2004-040.

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av DGAC AD F-2005-175.

Punkt 3.2.2 i DGAC AD F-2005-175 skal være ivaretatt senest 15. mai 2006.

Referanse:

DGAC AD F-2005-175

Gyldighetsdato:

2006-03-31.



No.	1/1
CF-2005-16	
Issue Date	
3 June 2005	

AIRWORTHINESS DIRECTIVE

The following airworthiness directive (AD) may be applicable to an aircraft which our records indicate is registered in your name. ADs are issued pursuant to *Canadian Aviation Regulation (CAR) 593*. Pursuant to *CAR 605.84* and the further details of *CAR Standard 625, Appendix H*, the continuing airworthiness of a Canadian registered aircraft is contingent upon compliance with all applicable ADs. Failure to comply with the requirements of an AD may invalidate the flight authorization of the aircraft. Alternative means of compliance shall be applied for in accordance with *CAR 605.84* and the above-referenced Standard.

This AD has been issued by the Continuing Airworthiness Division (AARDG), Aircraft Certification Branch, Transport Canada, Ottawa, telephone 613 952-4357.

Number: CF-2005-16

Subject: Battery Fuse Circuit

Effective: 30 June 2005

Applicability: All Eurocopter (Aerospatiale) AS 350 series helicopters with Eurocopter Canada Limited "Battery Relocation" modification (P/N 350-700214 and P/N 350-700324) installed in accordance with Transport Canada approved Supplemental Type Certificate (STC) number SH 96-31, Issue 5 or earlier.

Note: This STC has also been approved by the following countries:

- USA: FAA STC Number SR00422NY, May 30, 2002 amendment or earlier.
- Germany: LBA STC Number RC 1023, Issue 1 or earlier.
- France: GAC STC dated 12 August 1997 or earlier.
- Italy: RAI STC dated 30 January 1998 or earlier.
- Brazil: CTA STC Number 9703-02, June 5, 2002 or earlier.
CTA STC Number 2002S06-01, June 5, 2002 or earlier.

Compliance: Compliance is required within the next 100 flight hours, but not later than 1 December 2005, unless already accomplished.

Background: It has been determined that emergency battery power will not be available if the 300A fuse activates, creating an open circuit.

Corrective Actions: Modify the battery circuit in accordance with instructions provided in Eurocopter Canada Limited Service Bulletin No. SB-ECL-113, Revision 1, or later revision approved by the Chief, Continuing Airworthiness, Transport Canada.

Authorization: For Minister of Transport

B. Goyaniuk
Chief, Continuing Airworthiness

Contact: Mr. Bogdan Gajewski, Continuing Airworthiness, Ottawa, telephone 613 952-4450, facsimile 613 996-9178 or e-mail gajewsb@tc.gc.ca or any Transport Canada Centre.

Pursuant to CAR 202.51 the registered owner of a Canadian aircraft shall, within seven days, notify the Minister in writing of any change of his or her name or address.

To request a change of address, contact the Civil Aviation Communications Centre (AARC) at Place de Ville, Ottawa, Ontario K1A 0N8, or 1-800-305-2059, or www.tc.gc.ca/civilaviation/communications/centre/address.asp

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-152

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2005-067 "BATTERY FUSE CIRCUIT"

Påbudet gjelder:

"Eurocopter AS 350- series" helikopter som beskrevet i vedlagte kopi av Kanadisk AD CF-2005-16.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av Kanadisk AD CF-2005-16.

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av Kanadisk AD CF-2005-16.

Referanse:

Kanadisk AD CF-2005-16.

Gyldighetsdato:

2005-11-01.

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**AIRWORTHINESS DIRECTIVE****No F-2005-158**

Distribution:

A

Issue date:

September 14, 2005

Page:

2/2**4. REFERENCE PUBLICATIONS:**

AS 350 B3:

- Temporary revision 005a of the PRE, section 05.99.
- Revision of the Work Card No. 65.10.00.601, paragraph 2.2.3 introduced by rush revision No 23 b of the MET or further approved revisions.

EC 130 B4:

- Temporary revision 007a of the MSM, chapter 04.
- Revision of the Task No. 65-11-00, 6-2 introduced by temporary revision No. 5b of the AMM or further approved revisions.

5. EFFECTIVE DATE:

October 01, 2005.


6. REMARKS:

For any questions concerning the technical content of the requirements in this AD, please contact:

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7. APPROVAL:

This AD is approved under EASA reference No 2005-6222 dated September 06, 2005.

 Direction générale de l'aviation civile France GSAC publication	AIRWORTHINESS DIRECTIVE No F-2005-158	Distribution: A	Issue date: September 14, 2005	Page : 1/2
	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.	<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>		
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.				
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: None		
Person in charge of airworthiness: EUROCOPTER		Type(s): AS 350, EC 130 helicopters		
Type certificate(s) No. 84 TCDS No 157				
ATA chapter: 65	Subject: Tail rotor drive - Tail rotor drive shaft			

1. EFFECTIVITY:

AS 350 B3 and EC 130 B4 helicopters.

2. REASONS:

This Airworthiness Directive (AD) is issued following the discovery of wear on the tail rotor drive shaft at bearing No. 4 under the elastomer sleeve. The presumed cause is rotation of the sleeve on the shaft.

Wear of the drive shaft could lead to failure of the shaft and loss of the tail rotor drive.

A check of the elastomer sleeves, and in particular, to ensure that there is no rotation of the sleeve on the shaft, has been introduced in the airworthiness limitations section by the revisions referenced below.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures are rendered mandatory from the effective date of this AD:

- 3.1. Incorporate the revisions referenced below in the maintenance documentation, according to aircraft version.
- 3.2. Every 110 flying hours, comply with the maintenance operations specified in the referenced revisions, according to aircraft version.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-151

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2005-048 "TAIL ROTOR DRIVE - TAIL ROTOR DRIVE SHAFT"

Påbudet gjelder:

Eurocopter AS 350 B3 og EC 130 B4.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F-2005-158.

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av DGAC AD F-2005-158 med virkning fra denne LDP's gyldighetsdato.


Referanse:

DGAC AD F-2005-158.

Gyldighetsdato:

2005-11-01.

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	AIRWORTHINESS DIRECTIVE No F-2005-136	Distribution: A	Issue date: August 03, 2005	Page: 2/2
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3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures are rendered mandatory as from the effective date of this AD:

3.1. Sliding door(s) having logged less than 90 flying hours:

At the latest at 110 flying hours, then at intervals not exceeding 110 flying hours, check the support shaft of the rear roller and the rear fitting of the sliding door(s), for cracks, in compliance with the instructions specified in § 2.B. of the referenced AT, corresponding to the aircraft version.

3.2. Sliding door(s) having logged 90 flying hours or more:

3.2.1. Unless already carried out, compliance with the original edition of the referenced AT, corresponding to the aircraft version, must be ensured no later than within the 20 flying hours as from February 16, 2005, the effective date of the ADs F-2005-032 and F-2005-033.

3.2.2. No later than within the 110 flying hours following last compliance with AD F-2005-032 or with AD F-2005-033 or with § 3.2.1., then at intervals not exceeding 110 flying hours, comply with the instructions specified in § 2.B. of the referenced AT, corresponding to the aircraft version.

3.3. Before installation, on an aircraft, of sliding door(s) held as spares and having logged flying hours, comply with the instructions specified in § 2.B. of the referenced AT, corresponding to the aircraft version.

4. REFERENCE PUBLICATIONS:

EUROCOPTER AS 350 Alert Telex No. 05.00.47 R1
EUROCOPTER AS 355 Alert Telex No. 05.00.45 R1
(Any subsequent approved revision to these ATs is acceptable).

5. EFFECTIVE DATE:

Upon receipt, as from August 03, 2005.

6. REMARK:

For any questions concerning the technical content of the requirements in this AD, please contact:


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7. APPROVAL:

This AD is approved under EASA reference No 2005-6120 dated July 27, 2005.

	AIRWORTHINESS DIRECTIVE No F-2005-136	Distribution: A	Issue date: August 03, 2005	Page : 1/2
	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.	<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>		
Direction générale de l'aviation civile France GSAC publication	No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.			
Corresponding foreign Airworthiness Directive(s): Not applicable	Airworthiness Directive(s) replaced: F-2005-032 and F-2005-033, cancelled by their Revision 1			
Person in charge of airworthiness: EUROCOPTER	Type(s): AS 350, AS 355 helicopters			
Type certificate(s) No. 84, 168 TCDS No 157, 168				
ATA chapter: 05, 52	Subject: Doors - Sliding door rear roller support shaft and rear fitting			

1. EFFECTIVITY:

Helicopters:

- AS 355 E, F, F1, F2 and N,
- AS 350 B, BA, BB, B1, B2, B3 and D,

fitted with sliding door(s).

2. REASONS:

The Airworthiness Directives (ADs) F-2005-032 and F-2005-033 were issued following a case of total failure and a case of a crack discovered on the support shaft of the sliding door rear roller.

The ADs F-2005-032 and F-2005-033 introduced periodic monitoring of the support shaft of the sliding door rear roller in order to make sure that there is no crack.

Since then, a case of crack and a case of failure of the roller support shaft rear attaching fitting have been reported.

Consequently, this new AD:

- incorporates the requirements of the ADs F-2005-032 and F-2005-033 and extends the crack check to the rear attaching fitting of the roller support shaft of the sliding door(s),
- covers the Revision 1 of the EUROCOPTER AS 350 and AS 355 Alert Telexes (ATs) referenced below.

This new AD replaces the ADs F-2005-032 and F 2005-033 which were issued on February 16, 2005 and cancelled by their Revision 1.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-150

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2005-047 "SLIDING DOOR REAR ROLLER SUPPORT SHAFT AND REAR FITTING"

Påbudet gjelder:

Eurocopter AS 350 og AS 355 helikopter, alle modeller som beskrevet i vedlagte kopi av DGAC AD F-2005-136.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F-2005-136.

Anm.: Denne LDP erstatter og opphever LDP 2005-021 og LDP 2005-023.

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av DGAC AD F-2005-136 med virkning fra denne LDP's gyldighetsdato.

Referanse:

DGAC AD F-2005-136.

Gyldighetsdato:

2005-11-01.

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**AIRWORTHINESS DIRECTIVE****No F-2005-102 R1**

Distribution:

A

Issue date:

August 03, 2005

Page:

2/2**3. MANDATORY ACTIONS AND COMPLIANCE TIMES:**

The following measures are rendered mandatory as from the effective date of the original edition of this AD:

3.1. At the latest at the check after the last flight of the day, then at each check after the last flight of the day, check the visible areas of the blade of the vibration damper, installed on the RH side of the helicopter, for absence of cracks, in compliance with § 2.B.1. of the referenced EUROCOPTER AS 350 or AS 355 Alert Telex (AT), corresponding to the aircraft version.

3.2. If a crack is found:

3.2.1. Before resuming flights, remove the cabin vibration damper which is installed on the RH side of the helicopter. Replace the cracked blade and re-install the vibration damper fitted with a new blade, and adjust the vibration damper in compliance with the instructions specified in § 2.B.1. of the referenced AT, corresponding to the aircraft version.

3.2.2. After replacement of the cracked blade, continue the crack check in compliance with § 3.1. above.

3.3. The requirements described in § 3.1. and § 3.2. above are canceled provided that you apply the alternative solution (which consists in removing the weights from the RH cabin vibration damper), in compliance with the instructions specified in § 2.B.2. of the referenced AT, corresponding to the aircraft version.

4. REFERENCE PUBLICATIONS:

EUROCOPTER AS 350 Alert Telex No. 05.00.48 R1
EUROCOPTER AS 355 Alert Telex No. 05.00.46 R1
(Any subsequent approved revision to these ATs is acceptable).

5. EFFECTIVE DATES:

Original edition : Upon receipt of the emergency AD which was issued on June 15, 2005
Revision 1 : August 13, 2005.


6. REMARK:

For any questions concerning the technical content of the requirements in this AD, please contact:

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7. APPROVAL:

This AD Revision is approved under EASA reference No 2005-6112 dated July 27, 2005.

	AIRWORTHINESS DIRECTIVE No F-2005-102 R1	Distribution: A	Issue date: August 03, 2005	Page : 1/2
	Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.				
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: F-2005-102 original issue		
Person in charge of airworthiness: EUROCOPTER		Type(s): AS 350, AS 355 helicopters		
Type certificate(s) No. 84, 168 TCDS No 157, 168				
ATA chapter: 53	Subject: Fuselage - RH cabin vibration damper			

1. EFFECTIVITY:

Helicopters:

- AS 350 B, BA, BB, B1, B2, B3 and D,
- AS 355 E, F, F1, F2 and N,

fitted with blades, all part numbers, of RH cabin vibration dampers, and an automatic flight control system, all design standards.

Note: This Airworthiness Directive (AD) is intended for maintenance personnel and crews.

2. REASONS:

This AD is issued following a case of crack occurrence and a case of failure of a cabin vibration damper blade.

For helicopters fitted with an automatic flight control system, in the event of failure of the blade of a cabin vibration damper assembly, the failed part can produce interference with a bellcrank of the flight controls, which could lead to jamming of a flight control.

Revision 1 of this AD:

- covers Revision 1 of the referenced EUROCOPTER AS 350/355 Alert Telexes (ATs) which, in particular, introduces a dye penetrant crack detection inspection as a complementary checking method if in doubt as to the result of the visual check,
- modifies the wording of the AD to make it clearer and to introduce more detailed information stating:
 - in the "Effectivity" paragraph, that all vibration damper blade part numbers and all automatic flight control system design standards are concerned,
 - in paragraph 3.2., the steps to be taken after replacement of the cracked blade.
- introduces an alternative solution (removal of the weights from the RH cabin vibration damper) enabling operators to waive compliance with this AD.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-149

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2005-046 "FUSELAGE – RH CABIN VIBRATION DAMPER"

Påbudet gjelder:

Eurocopter AS 350 og AS 355 helikopter, alle modeller som beskrevet i vedlagte kopi av DGAC AD F-2005-102 R1.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F-2005-102 R1.

Anm.: Denne AD ble først utgitt som Emergency AD UF-2005-102 som ble distribuert av Luftfartstilsynet via telefax 16. juni 2005.

Da DGAC AD F-2005-102 er en kopi av Emergency AD UF-2005-102 har Luftfartstilsynet besluttet å utgi denne LDP direkte basert på revisjon R1 til nevnte AD.

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av DGAC AD F-2005-102 R1.

Referanse:

DGAC AD F-2005-102 R1.

Gyldighetsdato:

2005-11-01.

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**AIRWORTHINESS DIRECTIVE****No F-2005-087**

Distribution:

A

Issue date:

June 22, 2005

Page:

2/2**4. REFERENCE PUBLICATIONS:**

EUROCOPTER Alert Telex AS 350 n° 25.00.94 and AS 355 n° 25.00.84
(Any subsequent approved revision of these ATs is acceptable).

5. EFFECTIVE DATE:

Upon receipt of the emergency AD issued on May 30, 2005.

6. REMARKS:

This AD has been the subject of an emergency diffusion on May 30, 2005.

For questions concerning the technical contents of this AD's requirements, contact:

EUROCOPTER (STXI) - Aéroport de Marseille Provence 13725 Marignane Cedex – France
Tél.: 33 (0) 4 42 85 97 97 - Fax: 33 (0) 4 42 85 99 66
E-Mail: Directive.technical-support@eurocopter.com

7. APPROVAL:

This AD is approved under EASA reference No 2005-4691 dated May 27, 2005.

	AIRWORTHINESS DIRECTIVE No F-2005-087	Distribution: A	Issue date: June 22, 2005	Page : 1/1
	Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.				
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: UF-2005-087		
Person in charge of airworthiness: EUROCOPTER		Type(s): AS 350, AS 355 helicopters		
Type certificate(s) No. 84, 168 TCDS No 157, 168				
ATA chapter: 25	Subject: Equipment/Furnishings - Untimely firing of squibs on GOODRICH electric hoists			

1. EFFECTIVITY:

Helicopters:

- AS 350 B, BA, BB, B1, B2, B3, and D,
- AS 355 E, F, F1, F2, and N,

equipped with GOODRICH electric hoist 76370-XXX fitted with any types of motor except AUXILEC motors.

2. REASONS:

This Airworthiness Directive (AD) is issued following the discovery of a potential risk of untimely squib firing, which would cause the cable to be cut.

Consequently, this AD requires the squib function to be inhibited, the manual cable cutter to be operated, and the operational procedures to be adapted.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures are rendered mandatory upon receipt of this AD:

3.1. Before the next hoisting operation, deactivate the squib and affix the required labels in the cockpit and in the cabin near the hoist operator, in accordance with the instructions specified in paragraph 2.B. of the referenced EUROCOPTER AS 350 or AS 355 Alert Telex (AT) corresponding to the aircraft version.

3.2. After the squib has been deactivated and before each subsequent hoisting operation, comply with the operating instructions specified in paragraph 2.D of the referenced AT corresponding to the aircraft version.

3.3. Before installing a hoist, held as spare, on an aircraft, comply with the instructions specified in paragraph 2.B of the referenced AT corresponding to the aircraft version.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-148

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2005-045 "UNTIMELY FIRING OF SQUIBS ON GOODRICH ELECTRIC HOISTS"

Påbudet gjelder:

Alle AS 350 og 355 helikopter utrustet med Goodrich heis som beskrevet i vedlagte kopi av DGAC AD F-2005-087.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F-2005-087.

Anm.: Denne AD ble først utgitt som Emergency AD UF-2005-087 som ble distribuert av Luftfartstilsynet via telefax 1. juni 2005.

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av DGAC AD F-2005-087


Referanse:

DGAC AD F-2005-087.

Gyldighetsdato:

Ved mottagelse av Emergency AD UF-2005-087 oversendt 1. juni 2005.

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	AIRWORTHINESS DIRECTIVE No F-2005-086	Distribution: A	Issue date: June 08, 2005	Page: 2/2
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3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

3.1. The following measures are rendered mandatory as from February 19, 2004 (the effective date of the original issue of AD F-2004-026) for helicopters equipped with collective lever ends, PN C671C4101202 or C671C4101203:

3.1.1. Within 10 flying hours, and in accordance with the instructions specified in paragraph 2.B.2. of the referenced EUROCOPTER ASB, check:

- the tightening torque load of the connecting part attachment bolts,
- that there is no crack in the connecting part.

3.1.2. If the tightening torque load of the connecting part attachment bolts is above the specified limit of 8 Nm, or if a crack is detected in the connecting part, replace the affected connecting part before resuming flights, in accordance with the instructions specified in paragraph 2.B.3.a. and 2.B.3.b. of the referenced ASB.

3.2. The following measures are rendered mandatory as from the effective date of this AD:

3.2.1. Flights with collective lever ends specified in paragraph 1. above are prohibited as from April 30, 2006.

3.2.2. Flights with collective lever ends specified in paragraph 1. above, held as spares, are prohibited as from April 30, 2006.

Note 3: compliance with EC 120 SB No. 67-017 cancels the requirements of this AD.

4. REFERENCE PUBLICATION:

EUROCOPTER EC 120 Alert Service Bulletin No. 67A014
(Any subsequent approved revision of this ASB is acceptable).

5. EFFECTIVE DATE:

June 18, 2005.


6. REMARK:

For any questions concerning the technical content of the requirements in this AD, please contact:

EUROCOPTER (STXI) - Aéroport de Marseille Provence, 13725 Marignane Cedex - France
Phone: +33 (0) 4 42 85 97 97 -Fax: +33 (0) 4 42 85 99 66
E-mail: Directive.technical-support@eurocopter.com

7. APPROVAL:

This AD is approved under EASA reference No 2005-4735 dated May 31, 2005.

	AIRWORTHINESS DIRECTIVE		Distribution:	Issue date:	Page :
	No F-2005-086		A	June 08, 2005	1/2
Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.		
	No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.				
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: F-2004-026 cancelled by its Revision 1			
Person in charge of airworthiness: EUROCOPTER		Type(s): EC 120 helicopters			
Type certificate(s) No. 189 TCDS No 189					
ATA chapter: 67	Subject: Rotor flight controls - Collective torque tube assembly				

1. EFFECTIVITY:

EUROCOPTER EC 120 B helicopters (RH or LH pilot configuration), fitted with RH collective lever-to-torque tube connecting part, PN C671C4101202, C671C4101203 or C671C4101204.

Note 1: compliance with EUROCOPTER EC 120 Service Bulletin (SB) No. 67-017 cancels the requirements of this Airworthiness Directive (AD).

Note 2: helicopters with serial numbers equal to or above 1383 are not concerned by this AD.

2. REASONS:

This AD is issued following a case of failure of the RH collective lever-to-torque tube connecting part.

The purpose of this new AD, which covers the requirements of AD F-2004-026, cancelled by its Revision 1, is to:

- take into account the conversion of EUROCOPTER EC 120 Alert Telex No. 67A014 into an Alert Service Bulletin (ASB) bearing the same number,
- extend the effectivity of this AD to torque tubes PN C671C4101204,
- prohibit flights with collective lever ends, specified in paragraph 1., as from April 30, 2006,
- inform you that compliance with EC 120 SB No. 67-017 cancels the requirements of this AD.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-147

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2005-044 "COLLECTIVE TORQUE TUBE"

Påbudet gjelder:

Eurocopter EC 120 B helikopter som beskrevet i vedlagte kopi av DGAC AD F-2005-086.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F-2005-086.

Anm. Denne LDP erstatter LDP 2004-041.

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av DGAC AD F-2005-086

Referanse:

DGAC AD F-2005-086.

Gyldighetsdato:

2005-11-01.

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AIRWORTHINESS DIRECTIVE
No F-2004-170 R1

Distribution:
A

Issue date:
March 16, 2005

Page:
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4. REFERENCE PUBLICATIONS:

EUROCOPTER AS 350 Alert Service Bulletin No. 01.00.56
EUROCOPTER AS 355 Alert Service Bulletin No. 01.00.50
EUROCOPTER AS 332 Alert Service Bulletin No. 01.00.70
EUROCOPTER SA 341/342 Alert Service Bulletin No. 01.33
(Any subsequent approved revision of these ASBs is acceptable).

5. EFFECTIVE DATES:

Original issue : November 06, 2004
Revision 1 : March 26, 2005.

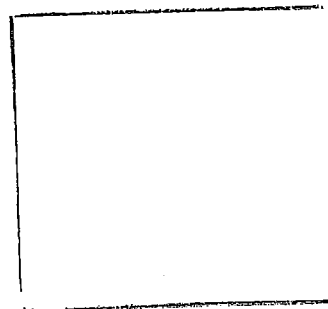
6. REMARK:


For any questions concerning the technical content of the requirements in this AD, please contact:

EUROCOPTER (STXI) -Aéroport de Marseille Provence, 13725 Marignane Cedex -France
Phone: +33 (0) 4 42 85 97 97 -Fax: +33 (0) 4 42 85 99 66
E-mail: Directive.technical-support@eurocopter.com

7. APPROVAL:

This AD Revision is approved under EASA reference No 2005-2241 dated March 09, 2005.



 Direction générale de l'aviation civile France GSAC publication	AIRWORTHINESS DIRECTIVE No F-2004-170 R1	Distribution: A	Issue date: March 16, 2005	Page : 1/2
	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.				
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: F-2004-170 original issue		
Person in charge of airworthiness: EUROCOPTER		Type(s): AS 350, AS 355, AS 332, SA 341/342 helicopters		
Type certificate(s) No. 84, 168, 56, 66 TCDS No 157, 168, 127, 136				
ATA chapter: 01, 25, 45	Subject: Equipments/Furnishings - Hoist hooks			

1. EFFECTIVITY:

Helicopters:

- AS 350 B, BA, B1, B2, B3, BB and D,
- AS 355 E, F, F1, F2 and N,
- AS 332 C, C1, L and L1,
- SA 341 G and SA 342 J,

equipped with BREEZE hoists fitted with hook assembly PN BL-7520-01, with hook PN BL-7520.

The affected hook is not fitted with a tongue locking system.

2. REASONS:

This Airworthiness Directive (AD) is issued further to a case of incorrect positioning of the strap on the hook of the hoist during a hoisting mission, which led to distortion of the tongue and caused the stretcher to drop.

Revision 1 of this AD covers the conversion of the Alert Telexes into Alert Service Bulletins bearing the same reference numbers, listed below, with no change to the technical content.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following actions must be taken as from the effective date of the original issue of this AD:

- 3.1. Prior to each hoist operation, comply with the operational procedure and the restriction prohibiting the use of straps as described in § 2.A. of the referenced EUROCOPTER Alert Service Bulletin (ASB) corresponding to the type of aircraft.
- 3.2. No later than within the next 2 months, comply with the instructions specified in § 2.B. of the referenced ASB corresponding to the type of aircraft.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-146

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luffartstilsynet av 10. desember 1999 nr. 1273

2005-34 HEISEKROKER

Påbudet gjelder:

Eurocopter AS 350, AS 355, AS 332 helikopter, alle modeller som beskrevet i vedlagte kopi av DGAC AD F-2004-170 R1.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av DGAC AD F-2004-170 R1.

Anm. Ved første utgivelse av denne franske AD-note ble det grunnet en feil ikke sendt ut noen norsk LDP.

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av DGAC AD F-2004-170 R1, med virkning fra denne LDP's gyldighetsdato.


Referanse:

DGAC AD F-2004-170 R1.

Gyldighetsdato:

2005-07-08.

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	AIRWORTHINESS DIRECTIVE No F-2005-082	Distribution: A	Issue date: May 25, 2005	Page: 2/2
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3.2. Tail rotor drive shaft forward shaft sections specified in § 1 above, having logged 2,400 flying hours or more:

- At the latest within the next 100 flying hours and at the latest by December 31, 2005 (whichever occurs first), comply with the instructions specified in § 2.B. of the referenced ASB.

3.3. Tail rotor drive shaft forward shaft sections specified in § 1 above, held as spares:

- These shafts must be returned to the EUROCOPTER works at the latest by December 31, 2005.

4. REFERENCE PUBLICATION:

EUROCOPTER AS 355 Alert Service Bulletin No. 01.00.51
(Any subsequent approved revision to this ASB is acceptable).

5. EFFECTIVE DATE:

On receipt, as from May 25, 2005.

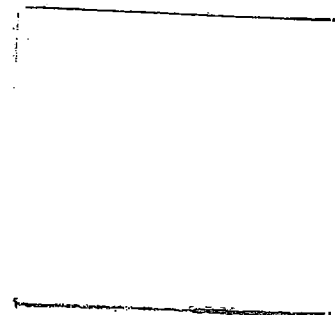
6. REMARK:

For any questions concerning the technical content of the requirements in this AD, please contact:

EUROCOPTER (STXI) – Aéroport de Marseille Provence, 13725 Marignane Cedex – France
Phone: +33 (0) 4 42 85 97 97 – Fax: +33 (0) 4 42 85 99 66
E-mail: Directive.technical-support@eurocopter.com

7. APPROVAL:

This AD is approved under EASA reference No 2005-4319 of May 18, 2005.



Effective Date:	01 September 2006
Compliance:	<p>The following measures are mandatory as from December 28, 2004, the effective date of DGAC AD No. F-2004-196:</p> <ol style="list-style-type: none"> 1. Intentional auto-rotation flight is prohibited until the tail servo-control has been checked in compliance with the instructions specified in paragraph 2.B.2.a or 2.B.2.b of referenced EUROCOPTER AS 350 ASB No. 67.00.30. 2. No later than within 50 flying hours: <ol style="list-style-type: none"> 2.1. Helicopters not fitted with an Automatic Flight Control System: Comply with the instructions specified in paragraph 2.B.2.a. of the referenced ASB. 2.2. Helicopters fitted with an Automatic Flight Control System: Comply with the instructions specified in paragraph 2.B.2.b. of the referenced ASB. 2.3. Should you detect any non-compliant tail servo-control when complying with paragraph 2.B.6. of the referenced ASB, install a tail servo-control in compliance with the instructions specified in paragraph 2.B.2. of the referenced ASB. 3. Before installation on a helicopter of a tail servo-control held as spares: comply with the instructions specified in paragraph 2.B.6 of the referenced ASB.
Ref. Publications:	EUROCOPTER AS 350 Alert Service Bulletin No. 67.00.30 or later approved revisions.
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. This AD was posted as PAD 06-162 for consultation on 28 June 2006 with a comment period until 14 July 2006. No comments were received during the consultation period. 3. Enquiries regarding this AD should be addressed to Mr. M. Capaccio, AD Focal Point, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu 4. For any questions concerning the technical content of the requirements in this AD, please contact: EUROCOPTER (STDI) - Aéroport de Marseille Provence 13725 Marignane Cedex - France. Tel: 33 (0) 4 42 85 97 97 - Fax: 33 (0) 4 42 85 99 66. E-mail: Directive.technical-support@eurocopter.com

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-166

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2006-061 "EMERGENCY FLOTATION GEAR – ALL-UP OPERATING WEIGHT LIMITATION"

Påbudet gjelder:

Eurocopter AS 350 BA helikoptere utstyrt med AERAZUR emergency flotation gear som beskrevet i vedlagte kopi av EASA AD 2006-0248.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av EASA AD 2006-0248.

Anm.: Denne LDP erstatter og opphever LDP 2004-038. Denne LDP innfører ingen tilleggskrav sammenlignet med LDP 2004-038 som var basert på DGAC AD F-2004-085.

Tid for utførelse:


Til de tider og gangtider som er beskrevet i vedlagte kopi av EASA AD 2006-0248 med virkning fra 28. juni 2004 som var gyldighetsdato for LDP 2005-038.

Referanse:

EASA AD 2006-0248.

Gyldighetsdato:

2006-11-27.

EASA	AIRWORTHINESS DIRECTIVE
	<p style="text-align: center;">AD No.: 2006 – 0248</p> <p style="text-align: center;">Date: 22 August 2006</p>
<p>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.</p>	
<p>Type Approval Holder's Name: EUROCOPTER</p>	<p>Type/Model designation(s): AS 350 Helicopters</p>
<p>TCDS Number: EASA.R.008</p>	
<p>Foreign AD: Not applicable.</p>	
<p>Supersedes: DGAC AD F – 2004-085, EASA approval No. 2004-6242</p>	
<p>ATA 25,01</p>	<p>Equipment and Furnishings – Emergency Flotation Gear – All-Up Operating Weight Limitation</p>
<p>Manufacturer(s):</p>	<p>EUROCOPTER (formerly EUROCOPTER – FRANCE, AEROSPATIALE)</p>
<p>Applicability:</p>	<p>AS 350 BA helicopters equipped with an AERAZUR emergency flotation gear comprising:</p> <ul style="list-style-type: none"> - LH side container assembly 158170 or 158210-1, and - RH side container assembly 158171 or 158215-1. <p>The containers referenced above are comprised in the emergency flotation gear removable parts, P/N 350A82-8040-00 or 350A82-8040-01.</p> <p>Note: This Airworthiness Directive (AD) is intended for maintenance personnel and crews</p> <p>Helicopters already compliant with EUROCOPTER Service Bulletin (SB) No. 25.00.88 are not concerned by this AD.</p>
<p>Reason:</p>	<p>This AD is issued due to the following situation:</p> <p>EUROCOPTER AS 350 SB No. 01.00.35 enables the conversion of an AS 350 version B helicopter to an AS 350 version BA helicopter and changes the all-up weight of the helicopter from 1,950 kg to 2,100 kg.</p> <p>However, SB No. 01.00.35 does not prohibit the use of the emergency flotation gear, which is still limited to an all-up weight of 1,950 kg.</p>

	<p>Consequently, the all-up operating weight of helicopters equipped with emergency flotation gear specified in the "Applicability" paragraph above is limited to 1,950 kg for all flights over water.</p> <p>This AD covers Revision 1 of EUROCOPTER AS 350 Alert Service Bulletin (ASB) No. 01.00.55 and specifies that if the instructions contained in EUROCOPTER AS 350 SB No. 25.00.88 have been already accomplished this AD does not apply.</p> <p>This AD supersedes DGAC AD No. F-2004-085 and introduces no additional requirement.</p>
Effective Date:	01 September 2006
Compliance:	<p>The following measure is mandatory as from June 11, 2004, the effective date of DGAC AD No. F-2004-085.</p> <p>The all-up operating weight of helicopters equipped with the emergency flotation gear specified in the "Applicability" paragraph above is limited to 1,950 kg for all flights over water.</p>
Ref. Publications:	EUROCOPTER AS 350 Alert Service Bulletin No. 01.00.55 R1 or later approved revisions.
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. This AD was posted as PAD 06-163 for consultation on 28 June 2006 with a comment period until 14 July 2006. No comments were received during the consultation period. 3. Enquiries regarding this AD should be addressed to Mr. M. Capaccio, AD Focal Point, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu 4. For any questions concerning the technical content of the requirements in this AD, please contact: EUROCOPTER (STDI) - Aéroport de Marseille Provence 13725 Marignane Cedex - France. Tel: 33 (0) 4 42 85 97 97 - Fax: 33 (0) 4 42 85 99 66. E-mail: Directive.technical-support@eurocopter.com

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-167

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2006-062 "SLIDING DOOR – WEAR ON ROLLERS AND RAILS"

Påbudet gjelder:

Eurocopter AS 350 og AS 355 helikoptere som beskrevet i vedlagte kopi av EASA AD 2006-0249.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av EASA AD 2006-0249.

Anm.: Denne LDP erstatter og opphever LDP 2002-051A og LDP 2002-52A.

Tid for utførelse:


Til de tider og intervaller som er beskrevet i vedlagte kopi av EASA AD 2006-0249 med virkning fra 1. februar 2005 som var gyldighetsdato for LDP 2002-051A og LDP 2002-052A.

Referanse:

EASA AD 2006-0249.

Gyldighetsdato:

2006-11-27.

EASA	AIRWORTHINESS DIRECTIVE	
	<p style="text-align: center;">AD No.: 2006 - 0249</p> <p style="text-align: center;">Date: 22 August 2006</p>	
<p>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.</p>		
<p>Type Approval Holder's Name: EUROCOPTER</p>	<p>Type/Model designation(s): AS 350 and AS 355 Helicopters</p>	
<p>TCDS Number: EASA.R.008, France 168.</p>		
<p>Foreign AD: Not applicable.</p>		
<p>Supersedes: DGAC AD F-2002-345-070 R1 (EASA Approval number 2004-10847) and DGAC AD F-2002-344-093 R1 (EASA Approval number 2004-10846).</p>		
<p>ATA 05, 52</p>	<p>Doors – Sliding Door – Wear on Rollers and Rails</p>	
<p>Manufacturer:</p>	<p>EUROCOPTER (formerly EUROCOPTER-FRANCE, AEROSPATIALE)</p>	
<p>Applicability:</p>	<p>EUROCOPTER helicopters: - AS 350 B, BA, BB, B1, B2, B3 and D, - AS 355 E, F, F1, F2 and N, equipped with sliding door(s) not modified per MOD 073287 and/or MOD 073290 or in compliance with EUROCOPTER Service Bulletin No. 52. 00.29 or No. 52.00.22. <u>Note:</u> This Airworthiness Directive (AD) is intended for maintenance personnel and crews.</p>	
<p>Reason:</p>	<p>This AD is issued following a report of sliding door aft roller dislodgment in flight due to severe wear on the rail. If this deficiency is not corrected, it could lead to the loss of the sliding door in flight. This AD supersedes DGAC ADs No. F-2002-345-070 R1 (AS 355) and No. F-2002-344-093 R1 (AS 350) and covers Revision 2 of the referenced Alert Service Bulletins (ASBs), and specifies that the embodiment of MOD 073287 and/or MOD 073290, as well as compliance with Service Bulletin No. 52. 00.29 or No. 52.00.22 cancel the instructions given in this AD.</p>	
<p>Effective Date:</p>	<p>01 September 2006</p>	

Compliance:	<p>The following actions are mandatory as from November 20, 2004, the effective date of DGAC AD No. F-2002-345-070 R1 (AS 355) and DGAC AD No. F-2002-344-093 R1 (AS 350).</p> <ol style="list-style-type: none"> 1. Before the next flight, then at intervals not exceeding 100 flying hours, check the diameter of the roller and the dimension of the front end opening of the middle rail, in compliance with the instructions specified in paragraph 2.B.1 of the referenced ASB corresponding to the aircraft version. 2. According to the criteria defined in paragraph 2.B.1 of the referenced ASBs, take the following actions in compliance with paragraph 2.B.2 of the referenced ASBs: <ul style="list-style-type: none"> - Criterion C1 \geq 5 mm and criterion C2 \geq 1.5 mm: Door opening in flight is permitted. - Criterion C1 < 5 mm and/or criterion C2 < 1.5 mm: Door opening in flight is prohibited. A placard specifying this restriction is to be affixed to the instrument panel of the helicopter. 3. Before installation on a helicopter of a sliding door held as spares, apply the measures described in paragraphs 1 and 2 above.
Ref. Publications:	<p>EUROCOPTER AS 350 Alert Service Bulletin No. 05.00.41 Revision 2, or EUROCOPTER AS 355 Alert Service Bulletin No. 05.00.39 Revision 2, as applicable, or later approved revisions.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. This AD was posted as PAD 06-164 for consultation on 28 June 2006 with a comment period until 14 July 2006. No comments were received during the consultation period. 3. Enquiries regarding this AD should be addressed to Mr. M. Capaccio, AD Focal Point, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu 4. For any questions concerning the technical content of the requirements in this AD, please contact: EUROCOPTER (STDI) - Aéroport de Marseille Provence 13725 Marignane Cedex - France. Tel: 33 (0) 4 42 85 97 97 - Fax: 33 (0) 4 42 85 99 66. E-mail: Directive.technical-support@eurocopter.com

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-168

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luffartstilsynet av 10. desember 1999 nr. 1273

2006-063 "MAIN GEARBOX (MGB) FREE-WHEEL"

Påbudet gjelder:

Eurocopter AS 355 helikopter, alle modeller som er beskrevet i vedlagte kopi av EASA AD 2006-0250.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av EASA AD 2006-0250.

Anm.: Denne LDP erstatter LDP 2004-013. Denne LDP innfører ingen tilleggskrav sammenlignet med LDP 2004-013 som var basert på DGAC AD F-2004-021.

Tid for utførelse:


Til de tider som er beskrevet i vedlagte kopi av EASA AD 2006-0250 med virkning fra 1. mars 2004 som var gyldighetsdato for LDP 2004-013.

Referanse:

EASA AD 2006-0250.

Gyldighetsdato:

2006-11-27.

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2006 - 0250</p> <p>Date: 22 August 2006</p>	
<p>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.</p>		
<p>Type Approval Holder's Name : EUROCOPTER</p>	<p>Type/Model designation(s) : AS 355 helicopters</p>	
<p>TCDS Number: France 168</p>		
<p>Foreign AD: Not applicable.</p>		
<p>Supersedes: DGAC F-2004-021, EASA Approval 2004-1226</p>		
<p>ATA 63</p>	<p>Main Rotor Drive – Main Gearbox (MGB) Free-Wheel</p>	
<p>Manufacturer:</p>	<p>EUROCOPTER (formerly EUROCOPTER-FRANCE – AEROSPATIALE)</p>	
<p>Applicability:</p>	<p>AS 355 E, F, F1, F2 and N helicopters equipped with a combiner gearbox before modification (MOD) 077212, that has logged less than 10 flying hours since new or overhaul or repair.</p>	
<p>Reason:</p>	<p>This Airworthiness Directive (AD) is issued following a case of free-wheel slippage on an AS 355 N helicopter with resulting engine shut-down due to overspeed during an acceptance flight at the EUROCOPTER works.</p> <p>This AD covers the conversion of EUROCOPTER AS 355 Alert Telex No. 63.00.21 into an Alert Service Bulletin (ASB) with the same reference number and with no change to the technical content.</p> <p>This AD supersedes DGAC AD No. F-2004-021 and introduces no additional requirement.</p>	
<p>Effective Date:</p>	<p>01 September 2006</p>	
<p>Compliance:</p>	<p>The following measures are mandatory as from February 4, 2004, the effective date of DGAC AD No. F-2004-021.</p> <p>1 – On helicopters equipped with a combiner gearbox specified in the "Applicability" paragraph above: Flights are prohibited until embodiment of MOD 077212.</p>	

	<p>2 – On combiner gearboxes specified in the "Applicability" paragraph above and held as spares: Embody MOD 077212 before installation on an MGB.</p>
Ref. Publications:	<p>EUROCOPTER AS 355 Alert Service Bulletin No. 63.00.21 or later approved revisions.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. This AD was posted as PAD 06-165 for consultation on 28 June 2006 with a comment period until 14 July 2006. No comments were received during the consultation period. 3. Enquiries regarding this AD should be addressed to Mr. M. Capaccio, AD Focal Point, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu 4. For any questions concerning the technical content of the requirements in this AD, please contact: EUROCOPTER (STD) - Aéroport de Marseille Provence 13725 Marignane Cedex - France. Tel: 33 (0) 4 42 85 97 97 - Fax: 33 (0) 4 42 85 99 66. E-mail: Directive.technical-support@eurocopter.com

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-169

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2006-064 "HOIST OPERATOR'S BELT SNAP HOOK"

Påbudet gjelder:

Eurocopter helikopter, alle modeller som er beskrevet i vedlagte kopi av EASA AD 2006-0252.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av EASA AD 2006-0252.

Anm.: Denne LDP erstatter LDP 2004-052 som var basert på DGAC AD F-2004-096.

Tid for utførelse:

Pkt. 1 under "Compliance" i EASA AD 2006-0252 gjelder med virkning fra 23. august 2004, som var gyldighetsdato for LDP 2004-052.


Pkt. 2 under "Compliance" i EASA AD 2006-0252 gjelder med virkning fra denne LDP's gyldighetsdato.

Referanse:

EASA AD 2006-0252.

Gyldighetsdato:

2006-11-27.

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2006 - 0252</p> <p>Date: 22 August 2006</p>	
<p>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.</p>		
<p>Type Approval Holder's Name:</p> <p>EUROCOPTER</p>	<p>Type/Model designations:</p> <p>SA 330, AS 332, SA 341/342, AS 350, AS 355, SA 360, SA 365, AS 365, EC 155, SE 3160 and SA 316/319 helicopters</p>	
<p>TCDS Number: EASA.R.002, EASA.R.008, France 61, 136, 168, 153 and 159.</p>		
<p>Foreign AD: Not applicable.</p>		
<p>Supersedes: DGAC F-2004-096 (EASA approval No. 2004-6380).</p>		
ATA 25	Equipment and Furnishings – Hoist Operator's Belt Snap Hook	
<p>Manufacturer:</p>	<p>EUROCOPTER (formerly EUROCOPTER FRANCE, AEROSPATIALE)</p>	
<p>Applicability:</p>	<p>EUROCOPTER helicopters:</p> <ul style="list-style-type: none"> - SA 330 F, G and J, before embodiment of MOD 0727149. - AS 332 C, C1, L, L1 and L2, before embodiment of MOD 0726418. - SA 341 G and SA 342 J, before embodiment of MOD 072803. - AS 350 B, BA, BB, B1, B2, B3 and D, before embodiment of MOD 073299. - AS 355 E, F, F1, F2 and N, before embodiment of MOD 073299. - SA 360 C, SA 365 C, C1, C2 and C3, before embodiment of MOD 0745C67. - SA 365 N and N1 and AS 365 N2 and N3, before embodiment of MOD 0745C67. - EC 155 B and B1, before embodiment of MOD 0745C67. - SA 316 B and C, SE 3160 and SA 319 B, before embodiment of MOD 072374. 	

	<p>Equipped with an operator's belt (called "hoist operator's belt") PN 330A87-0730-00, 330A87-2371-00, 341A84-1120-00, 350A84-0047-00, 360A84-0040-00, 360A84-0040-01 or 360A84-0040-02, fitted with a snap hook PN GA343-95,</p> <p>or,</p> <p>equipped with an operator's belt (called "hoist operator's belt") PN 3160S73-08-200-1 fitted with a snap hook PN 4100-80AT28.</p> <p>Note: This Airworthiness Directive (AD) is intended for maintenance personnel and flight crews.</p>
Reason:	<p>This AD is issued following a case of untimely unlocking of the "hoist operator's belt" snap hook. Unlocking can put the operator in danger when using the hoist.</p> <p>This AD supersedes DGAC AD No. F-2004-096, and:</p> <ul style="list-style-type: none"> - covers the conversion of the EUROCOPTER Alert Telexes into Alert Service Bulletins (ASBs) with the same reference numbers, listed in paragraph 1 in the "Ref. Publications" chapter of this AD, - imposes the replacement of lever-type snap hooks, in compliance with the latest ASBs (or corresponding MODs) listed in paragraph 2 in the "Ref. Publications" chapter of this AD.
Effective Date:	01 September 2006
Compliance:	<p>1 – The following measure is mandatory as from July 3, 2004, the effective date of DGAC AD No. F-2004-096:</p> <p>At the latest, each time before using the "hoist operator's belt", safety the locking mechanism of lever-type snap hook PN GA343-95 or 4100-80AT28, in compliance with the instructions specified in paragraph 2.B. of the referenced EUROCOPTER ASB corresponding to the aircraft version listed in paragraph 1 in the "Ref. Publications" chapter.</p> <p>2 – The following measure is mandatory as from the effective date of this AD:</p> <ul style="list-style-type: none"> 2.1. At the latest by December 31, 2006, remove the lever-type snap hook, PN GA343-95 or PN 4100-80AT28, and replace it with a quick-release shackle P/N 365A84-5033-20, in compliance with the instructions specified in paragraph 2.B. of the ASB corresponding to the aircraft version, listed in paragraph 2 in the "Ref Publications" chapter. 2.2. At the latest by December 31, 2006, modify the stock of operators' belts and lever-type snap hooks held as spares, in compliance with the instructions specified in paragraph 2.B.6.a. and 2.B.6.b. of the ASB corresponding to the aircraft version, listed in paragraph 2 in the "Ref Publications" chapter. 2.3. Replacing the lever-type snap hook with the quick-release shackle cancels the instructions in paragraph 1 above.

<p>Ref. Publications:</p>	<p>1 - EUROCOPTER Alert Service Bulletins:</p> <ul style="list-style-type: none"> - No. 45.14 for SA 330 helicopters. - No. 25.01.44 for AS 332 helicopters. - No. 45.06 for SA 341/342 helicopters. - No. 25.00.89 for AS 350 helicopters. - No. 25.00.79 for AS 355 helicopters. - No. 25.23 for SA 360/365 helicopters. - No. 25.00.61 for AS 365 helicopters. - No. 25A064 for EC 155 helicopters. - No. 25.66 for ALOUETTE III helicopters. <p>or later approved revisions.</p> <p>2 – EUROCOPTER Alert Service Bulletins:</p> <ul style="list-style-type: none"> - No. 25.36 for SA 330 helicopters. - No. 25.01.57 for AS 332 helicopters. - No. 25.11 for SA 341/342 helicopters. - No. 25.00.93 for AS 350 helicopters. - No. 25.00.83 for AS 355 helicopters. - No. 25.24 for SA 360/365 helicopters. - No. 25.00.67 for AS 365 helicopters. - No. 25A069 for EC 155 helicopters. - No. 25.69 for ALOUETTE III helicopters. <p>or later approved revisions.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. This AD was posted as PAD 06-168 for consultation on 29 June 2006 with a comment period until 18 July 2006. No comments were received during the consultation period. 3. Enquiries regarding this AD should be addressed to Mr. M. Capaccio, AD Focal Point, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu 4. For any questions concerning the technical content of the requirements in this AD, please contact: EUROCOPTER (STD1) - Aéroport de Marseille Provence 13725 Marignane Cedex - France. Ph.: + 33 (0) 4 42 85 97 97 - Fax: + 33 (0) 4 42 85 99 66. E-mail: Directive.technical-support@eurocopter.com

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-170

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2006-065 "ENGINE CONTROL – TWIST GRIP ASSEMBLY"

Påbudet gjelder:

Eurocopter EC 120 B helikoptre som beskrevet i vedlagte kopi av EASA AD 2006-0253.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av EASA AD 2006-0253.

Anm.: Denne LDP erstatter og opphever LDP 2006-037 som var basert på EASA AD 2006-0093.

Tid for utførelse:

Pkt. 1 under "Compliance" i EASA AD 2006-0253 gjelder med virkning fra 1. juni 2006, som var gyldighetsdato for LDP 2006-037.

Pkt. 2, 3 og 4 under "Compliance" i EASA AD 2006-0253 gjelder med virkning fra denne LDP's gyldighetsdato.

Referanse:

EASA AD 2006-0253.

Gyldighetsdato:

2006-11-27.

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No: 2006 – 0253</p> <p>Date: 22 August 2006</p>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.		
Type Approval Holder's Name:		Type/Model designation(s):
EUROCOPTER		EC 120 helicopters
TCDS Number: France 189		
Foreign AD: None.		
Supersedes: EASA AD No. 2006-0093		
ATA 76	Engine Controls – Twist Grip Assembly	
Manufacturer:	EUROCOPTER	
Applicability:	<p>EC 120 B helicopters equipped with a twist grip assembly, part numbers (PN):</p> <ul style="list-style-type: none"> - C761A2024102 and C761A2024103, all serial numbers (SN), and C761A2024104 with SN below 0418, - C761A2025102 and C761A2025103, all SN, and C761A2025104 with SN below 0382. 	
Reason:	<p>This Airworthiness Directive (AD) is issued following a case experienced during an autorotation training procedure during which the engine remained at idle rating although the twist grip had been turned back to the flight position.</p> <p>Analysis has revealed failure of the twist grip drive tube and control pinion bonded attachment due to non-compliant preparation of the bonding surfaces on the two components.</p> <p>The purpose of this latest AD which supersedes AD 2006-0093, in accordance with referenced Revision 1 of EUROCOPTER EC 120 Alert Service Bulletin (ASB) No. 76A006, is to:</p> <ul style="list-style-type: none"> - Extend applicability to twist grips, PN C761A2024102, C761A2024103, C761A2025102 and C761A2025103, as a precaution, although the risk of non-compliant surface preparation is not suspected at present. 	

	Specify that non-installed LH twist grips are to be installed on the helicopter, so that they can be checked properly.
Effective Date:	01 September 2006
Compliance:	<p>1. Reminder of the measures that are mandatory as from May 5, 2006, the effective date of AD 2006-0093 for twist grips, PN C761A2024104 with SN below 0418, and PN C761A2025104 with SN below 0382:</p> <p>No later than within 110 flying hours or within 4 months (the first limit reached is applicable), check the bonding between the pilot and copilot collective lever drive tubes and the control pinions, by applying a load to the twist grip, in compliance with the instructions specified in paragraphs 2.B.1 and 2.B.2 of the referenced ASB.</p> <p>2. The following measures are mandatory as from the effective date of this AD for twist grips, PN C761A2024102, C761A2024103, C761A2025102 and C761A2025103,</p> <p>No later than within 50 flying hours or 2 months (the first limit reached is applicable), check the bonding between the pilot and copilot collective lever drive tubes and the control pinions, by applying a load to the twist grip, in compliance with the instructions specified in paragraphs 2.B.1 and 2.B.2 of the referenced ASB.</p> <p>3. Interpretation of the result:</p> <p>If the twist grip turns when applying the load to the twist grip:</p> <p>Before resuming flights, replace the collective lever, in compliance with the instructions specified in paragraph 2.B.3. of the referenced ASB.</p> <p>4. Before installation on a helicopter, of a twist grip assembly held as spares, comply with the instructions specified in paragraph 2.B.4. of the referenced ASB.</p>
Ref. Publications:	EUROCOPTER EC 120 Alert Service Bulletin No. 76A006 R1 or later approved revisions.
Remarks:	<p>1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD.</p> <p>2. This AD was posted as PAD 06-180 for consultation on 11 July 2006 with a comment period until 21 July 2006. No comments were received during the consultation period.</p> <p>3. Enquiries regarding this AD should be addressed to Mr. M. Capaccio, AD Focal Point, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu</p> <p>4. For any questions concerning the technical content of the requirements in this AD, please contact: EUROCOPTER (STDI) - Aéroport de Marseille Provence 13725 Marignane Cedex - France. Ph.: +33 (0) 4 42 85 97 97 - Fax: +33 (0) 4 42 85 99 66. E-mail: Directive.technical-support@eurocopter.com</p>

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-171

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2006-066 "STARTER GENERATOR VIBRATION"

Påbudet gjelder:

Eurocopter AS 355 N helikoptre som beskrevet i vedlagte kopi av EASA AD 2006-0254.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av EASA AD 2006-0254.

Anm.: Denne LDP erstatter og opphever LDP 2000-058A som var basert på DGAC AD 1999-469-058(A) R2.

Tid for utførelse:


Til de tider og intervaller som er beskrevet i vedlagte kopi av EASA AD 2006-0254 med virkning fra denne LDP's gyldighetsdato.

Referanse:

EASA AD 2006-0254.

Gyldighetsdato:

2006-11-27.

EASA	AIRWORTHINESS DIRECTIVE	
	<p style="text-align: center;">AD No.: 2006 - 0254</p> <p style="text-align: center;">Date: 22 August 2006</p>	
<p>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.</p>		
<p>Type Approval Holder's Name: EUROCOPTER</p>	<p>Type/Model designation(s): AS 355 N</p>	
<p>TCDS Number: DGAC No. 168</p>		
<p>Foreign AD: Not applicable.</p>		
<p>Supersedes: DGAC AD 1999-469-058(A) R2</p>		
<p>ATA 80</p>	<p>Starting – Starter Generator Vibration</p>	
<p>Manufacturer(s):</p>	<p>EUROCOPTER (formerly EUROCOPTER-FRANCE, AEROSPATIALE)</p>	
<p>Applicability:</p>	<p>AS 355 N helicopters equipped with starter generators, all part numbers (PN), except helicopters modified jointly, in compliance with:</p> <ul style="list-style-type: none"> - TURBOMECA Service Bulletin (SB) No. 319 78 0073 (engine exhaust pipe with restraining cables) which corresponds to embodiment of modification TU 106, <p>and</p> <ul style="list-style-type: none"> - Eurocopter SB No. 80.00.12 (Modification to starter generator, PN 524-061) which corresponds to the embodiment of MOD 073159. 	
<p>Reason:</p>	<p>Airworthiness Directive (AD) F-1999-469-058 R2 was issued by the DGAC following some cases of starter generator deterioration, which may lead to the failure of the engine exhaust pipe ejector attachment lugs and result in the loss of the exhaust pipe ejector in flight.</p> <p>Following a case of failure of a restraining cable, this AD:</p> <ul style="list-style-type: none"> - Replaces AD F-1999-469-058 R2, - Makes the new maintenance, suited to the various cases of embodiment of MOD TU 106 and MOD 073159, mandatory. 	
<p>Effective Date:</p>	<p>01 September 2006</p>	

<p>Compliance:</p>	<p>Unless already carried out, the following measures are mandatory as from the effective date of this AD:</p> <p>1. Helicopters before embodiment of TU 106 and before embodiment of MOD 073159:</p> <p>1.1. Each time a starter generator is installed on a helicopter, check the vibration level of the starter generator, in compliance with paragraph 2.B.1. of the referenced Alert Service Bulletin (ASB).</p> <p>1.2. As from installation of the starter generator:</p> <ul style="list-style-type: none"> - after 10 to 15 flying hours, check the vibration level of the starter generator and the tightening torque of the attachment clamp, in compliance with paragraphs 2.B.1. and 2.B.2 of the referenced ASB, - then, check the vibration level of the starter generator, in compliance with paragraph 2.B.1. of the referenced ASB, within the following time limits: - after 25 to 35 flying hours, - after 45 to 55 flying hours, - after 70 to 80 flying hours, - then, at 110-flying hour intervals. <p>2. Helicopters after embodiment of TU 106 and before embodiment of MOD 073159:</p> <p>2.1. Each time a starter generator is installed on a helicopter, check the vibration level of the starter generator, in compliance with paragraph 2.B.1. of the referenced ASB.</p> <p>2.2. As from installation of the starter generator:</p> <ul style="list-style-type: none"> - after 10 to 50 flying hours, check the vibration level of the starter generator and the tightening torque of the attachment clamp, in compliance with paragraphs 2.B.1. and 2.B.2. of the referenced ASB, - then check the vibration level of the starter generator at 220-flying hour intervals, in compliance with paragraph 2.B.1. of the referenced ASB. <p>2.3. Modification TU 106 is no longer considered as valid if at least one restraining cable has failed. Consequently:</p> <ul style="list-style-type: none"> - Check the vibration level of the starter generator and the tightening torque of the attachment clamp once within 10 flying hours after the restraining cable failure, in compliance with paragraph 2.B. of the referenced ASB. - resume the periodic vibration measurements in accordance with the maintenance requirements "before embodiment of TU 106" (see paragraph 1 above).
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	<p>3. Helicopters before embodiment of TU 106 and after embodiment of MOD 073159:</p> <p>As from installation of the starter generator:</p> <ul style="list-style-type: none"> - after 10 to 15 flying hours, check the vibration level of the starter generator and the tightening torque of the attachment clamp, in compliance with paragraphs 2.B.1. and 2.B.2. of the referenced ASB, - then, check the vibration level of the starter generator at 220-flying hour intervals, in compliance with paragraph 2.B.1. of the referenced ASB.
Ref. Publications:	EUROCOPTER AS 355 Alert Service Bulletin No. 01.00.45 R1 or later approved revisions.
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. This AD was posted as PAD 06-185 for consultation on 14 July 2006 with a comment period until 24 July 2006. No comments were received during the consultation period. 3. Enquiries regarding this AD should be addressed to Mr. M. Capaccio, AD Focal Point, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any questions concerning the technical content of the requirements in this AD, please contact: EUROCOPTER (STDI) - Aéroport de Marseille Provence 13725 Marignane Cedex - France. Tel: 33 (0) 4 42 85 97 97 - Fax: 33 (0) 4 42 85 99 66. E-mail: Directive.technical-support@eurocopter.com

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-172

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2006-067 "FUSELAGE – RH CABIN VIBRATION DAMPER & BLADE"

Påbudet gjelder:

Eurocopter AS 350 og AS 355 helikopter, alle modeller som beskrevet i vedlagte kopi av EASA AD 2006-0273.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av EASA AD 2006-0273.

Anm.: Denne LDP ertatter og opphever LDP 2005-046 som var basert på DGAC AD F-2005-102 R1.

Tid for utførelse:

Pkt. 1 under "Compliance" i EASA AD 2006-0273 gjelder med virkning fra 1. november 2005, som var gyldighetsdato for LDP 2005-046.


Pkt. 2 under "Compliance" i EASA AD 2006-0273 gjelder med virkning fra denne LDP's gyldighetsdato.

Referanse:

EASA AD 2006-0273.

Gyldighetsdato:

2006-11-27.

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2006 - 0273</p> <p>Date: 04 September 2006</p>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.		
Type Approval Holder's Name:	Type/Model designations:	
EUROCOPTER	AS 350 and AS 355 helicopters	
TCDS Number: EASA R.008 and DGAC France 168		
Foreign AD: Not applicable.		
Supersedes: DGAC F-2005-102 R1, EASA approval No. 2005-6112		
ATA 53	Fuselage – RH Cabin Vibration Damper & Blade – Inspection / Replacement / Modification	
Manufacturer:	EUROCOPTER (formerly EUROCOPTER-FRANCE, AEROSPATIALE)	
Applicability:	<p>All Model AS 350 B, BA, BB, B1, B2, B3 and D helicopters, all serial numbers; and</p> <p>All Model AS 355 E, F, F1, F2 and N helicopters, all serial numbers, if equipped with RH (right hand) cabin vibrator damper blades, all part numbers, and with an automatic flight control system, all design standards.</p> <p>Note: This Airworthiness Directive (AD) is intended for maintenance personnel and flight crews.</p>	
Reason:	<p>This AD is issued following a case of a crack occurrence and a case of failure of a cabin vibration damper blade.</p> <p>In the event of failure of the blade of a cabin vibration damper assembly, the failed part can produce interference with a bellcrank of the flight controls, which could lead to jamming of a flight control.</p> <p>The purpose of this AD, which supersedes AD F-2005-102 R1, is:</p> <ul style="list-style-type: none"> - to cover the replacement of Revision 1 of Alert Telexes No. 05.00.48 and 05.00.46, respectively, by an Alert Service Bulletin (ASB) with the same reference number and with no change to the technical content; and 	

	<p>- to make the embodiment of modification 073325 mandatory. This modification is introduced by ASB No. 53.00.34 for AS 350 and ASB No. 53.00.22 for AS 355 helicopters, and consists in installing a containment casing for the RH cabin vibration damper to prevent the blade from coming into contact with the flight control components under the cabin floor, should a cabin vibration damper blade fail.</p>
Effective Date:	14 September 2006
Compliance:	<p>1. The following measures are mandatory as from June 15, 2005, the effective date of the original edition of AD F-2005-102:</p> <p>1.1 At the latest, at the check after the last flight of the day, then at each check after the last flight of the day, check the visible areas of the blade of the cabin vibration damper on the RH side of the helicopter, for absence of cracks, in compliance with the instructions specified in paragraph 2.B.1. of ASB No. 05.00.48 for AS 350 and No. 05.00.46 for AS 355</p> <p>1.2 If a crack is found, before next flight, remove the cabin vibration damper from the RH side of the helicopter, replace the cracked blade and re-install the vibration damper fitted with a new blade in accordance with the instructions specified in paragraph 2.B.1. of ASB No. 05.00.48 for AS 350 and No. 05.00.46 for AS 355.</p> <p>1.3 After replacement of a cracked blade, continue the crack check in accordance with paragraph 1.1 of this directive.</p> <p>2. The following measures are mandatory as from the effective date of this AD for AS 350 and AS 355 helicopters modified per MODs 072262, 071543 and OP1055:</p> <p>At the latest by June 30, 2007, install a vibration damper / casing assembly on the RH side of the helicopter, in compliance with the instructions specified in paragraph 2. of ASB No. 53.00.34 for AS 350 or No. 53.00.22 for AS 355.</p> <p>Note: Compliance with the measures defined in paragraph 2 cancels the requirements in paragraph 1.</p>
Ref. Publications:	EUROCOPTER AS 350 Alert Service Bulletin (ASB) No. 05.00.48 and 53.00.34; and EUROCOPTER AS 355 ASB No. 05.00.46 and No. 53.00.22, as applicable, or later approved revisions.
Remarks:	<p>1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD.</p> <p>2. This AD was posted as PAD 06-189 for consultation on 19 July 2006 with a comment period until 09 August 2006. No comments were received during the consultation period.</p> <p>3. Enquiries regarding this AD should be addressed to the AD Focal Point, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu</p> <p>4. For any questions concerning the technical content of the requirements in this AD, please contact: EUROCOPTER (STDI) - Aéroport de Marseille Provence 13725 Marignane Cedex - France. Ph.: 33 (0) 4 42 85 97 97 - Fax: 33 (0) 4 42 85 99 66. E-mail: Directive.technical-support@eurocopter.com</p>

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-173

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2006-075 "SLIDING DOOR REAR ROLLER SUPPORT SHAFT AND REAR FITTING"

Påbudet gjelder:

Eurocopter AS 350 og AS 355 helikopter, alle modeller som beskrevet i vedlagte kopi av EASA AD 2006-0251 R1.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av EASA AD 2006-0251 R1.

Anm.: Denne LDP erstatter og opphever LDP 2005-047 som var basert på DGAC AD F-2005-136. LDP 2006-075 utgis første gang basert på EASA AD 2006-251 R1 grunnet den korte tiden mellom revisjon 1 (R1) og originalutgaven av denne AD.

Tid for utførelse:

Pkt. 1 under "Compliance" i EASA AD 2006-0251 R1 gjelder med virkning fra 1. november 2005, som var gyldighetsdato for LDP 2005-047.


Pkt. 2 under "Compliance" i EASA AD 2006-0251 R1 til de tider som er angitt i samme punkt.

Referanse:

EASA AD 2006-0251 R1.

Gyldighetsdato:

2006-11-27.

EASA	REVISED AIRWORTHINESS DIRECTIVE
	<p style="text-align: center;">AD No.: 2006 – 0251 R1</p> <p style="text-align: center;">Date: 29 August 2006</p>
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.	
Type Approval Holder's Name:	Type/Model designation(s):
EUROCOPTER	AS 350 AND AS 355 Helicopters
TCDS Number: EASA.R.008, France 168.	
Foreign AD: Not applicable.	
Supersedes: EASA AD 2006-0251 dated 22 August 2006, which superseded DGAC AD F-2005-136, EASA Approval 2005-6120	
ATA 05, 52	Doors – Sliding Door Rear Roller Support Shaft and Rear Fitting
Manufacturer:	EUROCOPTER (formerly EUROCOPTER FRANCE, AEROSPATIALE)
Applicability:	<p>Helicopters:</p> <ul style="list-style-type: none"> - AS 355 E, F, F1, F2 and N, - AS 350 B, BA, BB, B1, B2, B3 and D, <p>fitted with sliding door(s) before embodiment of MOD 073298 and/or MOD 073308.</p>
Reason:	<p>This Airworthiness Directive (AD) is issued following a case of total failure and a case of a crack discovered on the support shaft of the sliding door rear roller.</p> <p>Metallurgical analysis revealed a non-conformity concerning the heat treatment of the material.</p> <p>If this deficiency is not corrected, it could lead to the loss of the sliding door in flight.</p> <p>Since then, a case of a crack and a case of failure of the roller support shaft rear attaching fitting have been reported.</p> <p>The purpose of this AD which supersedes DGAC AD No. F-2005-136, is:</p> <ul style="list-style-type: none"> - To cover the conversion of the EUROCOPTER Alert Telex into Alert Service Bulletins (ASB) with the same reference numbers indicated below,

	<p>corresponding to the aircraft version.</p> <p>- To inform that the embodiment of MOD 073298 and/or 073308 (or compliance with EUROCOPTER AS 350 ASB No. 52.00.30 and AS 355 ASB No. 52.00.23) cancels the instructions in this AD.</p> <p>This AD has been revised to extend the final compliance time.</p>
Effective Date:	01 September 2006
Compliance:	<p>1. The following measures are mandatory as from August 3, 2005, the effective date of DGAC AD No. F-2005-136.</p> <p>1.1. Sliding doors having logged less than 90 flying hours:</p> <p>At the latest at 110 flying hours, then at intervals not exceeding 110 flying hours, check the support shaft of the rear roller and the rear fitting of the sliding door(s), for cracks, in compliance with the instructions specified in paragraph 2.B. of ASB No. 05.00.47 corresponding to AS 350 helicopters or ASB No. 05.00.45 corresponding to AS 355 helicopters.</p> <p>1.2. Sliding doors having logged 90 flying hours or more:</p> <p>1.2.1. Unless already done, compliance with the instructions specified in paragraph 2.B. of the referenced original edition of AS 350 ASB No. 05.00.47 or of AS 355 ASB No. 05.00.45 must be ensured no later than within 20 flying hours as from February 16, 2005, the effective date of DGAC AD No. F-2005-032 and AD No. F-2005-033.</p> <p>1.2.2. No later than within 110 flying hours following last compliance with AD No. F-2005-032 or AD No. F-2005-033 or with paragraph 1.2.1, then at intervals not exceeding 110 flying hours, comply with the instructions specified in paragraph 2.B of referenced AS 350 ASB No. 05.00.47 or AS 355 ASB No. 05.00.45, corresponding to the aircraft version.</p> <p>2. The following measures are mandatory as from the effective date of this AD.</p> <p>2.1. At the latest by June 30, 2007, replace the roller support shaft and fitting of the LH and/or RH sliding doors in compliance with the instructions specified in paragraph 2.B of referenced AS 350 ASB No. 52.00.30 or AS 355 ASB No. 52.00.23, corresponding to the aircraft version.</p> <p>2.2 At the latest by June 30, 2007:</p> <p>2.2.1. Before installation on an aircraft of sliding door(s) held as spares and referenced in paragraph 1.A.2., comply with the instructions specified in paragraph 2.B of AS 350 ASB No. 52.00.30 or AS 355 ASB No. 52.00.23, corresponding to the aircraft version.</p> <p>2.2.2. Scrap the stock of shafts P/N 350A 25-1275-20 and roller support fittings P/N 350A25-1270-20, in compliance with the instructions specified in paragraph 2.B.5 of referenced AS 350 ASB No. 52.00.30 or AS 355 ASB No. 52.00.23, corresponding to the aircraft version.</p>

Ref. Publications:	EUROCOPTER AS 350 Alert Service Bulletins No. 05.00.47 and No. 52.00.30; or EUROCOPTER AS 355 Alert Service Bulletins No. 05.00.45 and No. 52.00.23, as applicable, or later approved revisions.
Remarks:	<ol style="list-style-type: none">1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD.2. This AD was posted as PAD 06-166 for consultation on 28 June 2006 with a comment period until 14 July 2006. No comments were received during the consultation period.3. Enquiries regarding this AD should be addressed to Mr. M. Capaccio, AD Focal Point, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu4. For any questions concerning the technical content of the requirements in this AD, please contact: EUROCOPTER (STDI) - Aéroport de Marseille Provence 13725 Marignane Cedex - France. Tel: 33 (0) 4 42 85 97 97 - Fax: 33 (0) 4 42 85 99 66. E-mail: Directive.technical-support@eurocopter.com

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-173

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2006-075A "SLIDING DOOR REAR ROLLER SUPPORT SHAFT AND REAR FITTING"

Påbudet gjelder:

Eurocopter AS 350 og AS 355 helikopter, alle modeller som beskrevet i vedlagte kopi av EASA AD 2006-0251 R2.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av EASA AD 2006-0251 R2.

Tid for utførelse:

Pkt. 1 under "Compliance" i EASA AD 2006-0251 R2 gjelder med virkning fra 1. november 2005, som var gyldighetsdato for LDP 2005-047.

Anm.: LDP 2006-075 erstattet LDP 2005-047.


For pkt. 2 under "Compliance" i EASA AD 2006-0251 R2 gjelder følgende: Tiltakene i pkt. 2.1 og pkt. 2.2 skal være utført senest 30. november 2007.

Referanse:

EASA AD 2006-0251 R2.

Gyldighetsdato:

2007-10-24.

EASA	AIRWORTHINESS DIRECTIVE	
	<p style="text-align: center;">AD No.: 2006 – 0251 R2</p> <p style="text-align: center;">Date: 29 June 2007</p>	
<p>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.</p>		
<p>Type Approval Holder's Name:</p> <p>EUROCOPTER</p>	<p>Type/Model designation(s):</p> <p>AS 350 and AS 355</p>	
<p>TCDS Number: EASA R.008, DGAC France No.168.</p>		
<p>Foreign AD: Not applicable.</p>		
<p>Revision / Supersedure: This AD revises AD 2006-0251R1 dated 29 August 2006, which was superseding DGAC AD F-2005-136 (EASA Approval No. 2005-6120)</p>		
<p>ATA 05, 52</p>	<p>Doors – Sliding Door Rear Roller Support Shaft and Rear Fitting</p>	
<p>Manufacturer:</p>	<p>EUROCOPTER (formerly EUROCOPTER FRANCE, AEROSPATIALE)</p>	
<p>Applicability:</p>	<p>Helicopters:</p> <ul style="list-style-type: none"> - AS 355 E, F, F1, F2 and N, - AS 350 B, BA, BB, B1, B2, B3 and D, <p>fitted with sliding door(s) before embodiment of MOD 073298 and/or MOD 073308.</p>	
<p>Reason:</p>	<p>This Airworthiness Directive (AD) is issued following a case of total failure and a case of a crack discovered on the support shaft of the sliding door rear roller.</p> <p>Metallurgical analysis revealed a non-conformity concerning the heat treatment of the material.</p> <p>If this deficiency is not corrected, it could lead to the loss of the sliding door in flight.</p> <p>Since then, a case of a crack and a case of failure of the roller support shaft rear attaching fitting have been reported.</p> <p>The purpose of this AD which supersedes DGAC AD No. F-2005-136, is:</p> <ul style="list-style-type: none"> - To cover the conversion of the EUROCOPTER Alert Telex into Alert Service Bulletins (ASB) with the same reference numbers indicated below, corresponding to the aircraft version. 	

	<p>- To inform that the embodiment of MOD 073298 and/or 073308 (or compliance with EUROCOPTER AS 350 ASB No. 52.00.30 and AS 355 ASB No. 52.00.23) cancels the instructions in this AD.</p> <p>Revision 1 of this AD was published to extend the final compliance time from 30 December 2006 to 30 June 2007.</p> <p>Revision 2 of this AD is published to re-extend the date to comply to 30 September 2007.</p>
<p>Effective Date:</p>	<p>01 September 2006</p>
<p>Compliance:</p>	<ol style="list-style-type: none"> 1. The following measures are mandatory as from August 3, 2005, the effective date of DGAC AD No. F-2005-136. <ol style="list-style-type: none"> 1.1. Sliding doors having logged less than 90 flying hours: <p>At the latest at 110 flying hours, then at intervals not exceeding 110 flying hours, check the support shaft of the rear roller and the rear fitting of the sliding door(s), for cracks, in compliance with the instructions specified in paragraph 2.B. of ASB No. 05.00.47 corresponding to AS 350 helicopters or ASB No. 05.00.45 corresponding to AS 355 helicopters.</p> 1.2. Sliding doors having logged 90 flying hours or more: <ol style="list-style-type: none"> 1.2.1. Unless already done, compliance with the instructions specified in paragraph 2.B. of the referenced original edition of AS 350 ASB No. 05.00.47 or of AS 355 ASB No. 05.00.45 must be ensured no later than within 20 flying hours as from February 16, 2005, the effective date of DGAC AD No. F-2005-032 and AD No. F-2005-033. 1.2.2. No later than within 110 flying hours following last compliance with AD No. F-2005-032 or AD No. F-2005-033 or with paragraph 1.2.1, then at intervals not exceeding 110 flying hours, comply with the instructions specified in paragraph 2.B of referenced AS 350 ASB No. 05.00.47 or AS 355 ASB No. 05.00.45, corresponding to the aircraft version. 2. The following measures are mandatory as from the effective date of this AD. <ol style="list-style-type: none"> 2.1. At the latest by 30 September 2007, replace the roller support shaft and fitting of the LH and/or RH sliding doors in compliance with instructions specified in paragraph 2.B of ASB No. 52.00.30 initial issue or later approved revision for AS 350 or ASB No. 52.00.23 initial issue or later approved revision for AS 355. 2.2 At the latest by 30 September 2007: <ol style="list-style-type: none"> 2.2.1. Before installation on an aircraft of sliding door(s) held as spares and referenced in paragraph 1.A.2., comply with the instructions specified in paragraph 2.B of ASB No. 52.00.30 initial issue or later approved revision for AS 350 or ASB No. 52.00.23 initial issue or later approved revision for AS 355. 2.2.2. Scrap the stock of shafts P/N 350A 25-1275-20 and roller support fittings P/N 350A25-1270-20, in compliance with the instructions specified in paragraph 2.B.5 of ASB No. 52.00.30 initial issue or later approved revision for AS 350 or ASB No. 52.00.23 initial issue or later approved revision for AS 355.

Ref. Publications:	<p>EUROCOPTER AS 350 Alert Service Bulletins No. 05.00.47 and 52.00.30; and AS 355 ASB No. 05.00.45 and 52.00.23.</p> <p>Any further approved revision of these documents is acceptable for compliance with requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. This AD was posted as PAD 06-166 for consultation on 28 June 2006 with a comment period until 14 July 2006. No comments were received during the consultation period. 3. Enquiries regarding this AD should be addressed to the AD Focal Point, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu 4. For any questions concerning the technical content of the requirements in this AD, please contact: EUROCOPTER (STDI) - Aéroport de Marseille Provence 13725 Marignane Cedex - France. Tel: 33 (0) 4 42 85 97 97 - Fax: 33 (0) 4 42 85 99 66. E-mail: Directive.technical-support@eurocopter.com

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-174

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2006-078 "STARTING – STARTER GENERATOR LIMITATIONS"

Påbudet gjelder:

Eurocopter, AS 355 N helikopter som beskrevet i vedlagte kopi av EASA AD 2006-0338.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av EASA AD 2006-0338

Tid for utførelse:


Til de tider som er beskrevet i vedlagte kopi av EASA AD 2006-0338 med virkning fra denne LDP's gyldighetsdato.

Referanse:

EASA AD 2006-0338.

Gyldighetsdato:

2006-11-27.

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2006- 0338</p> <p>Issued: 07 November 2006</p>	
<p>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.</p>		
<p>Type Approval Holder's Name: EUROCOPTER</p>	<p>Type/Model designation(s): AS 355 N</p>	
<p>TCDS Number: DGAC France 168</p>		
<p>Foreign AD: Not applicable.</p>		
<p>Supersedes: Not applicable.</p>		
<p>ATA 24, 80</p>	<p>Electrical Power - Starting – Starter Generator Limitations</p>	
<p>Manufacturer(s):</p>	<p>EUROCOPTER (Formerly AEROSPATIALE – EUROCOPTER FRANCE)</p>	
<p>Applicability:</p>	<p>AS 355 N helicopters fitted with starter generators, all part numbers, before embodiment of MOD 073344.</p> <p><u>Note:</u> This Airworthiness Directive (AD) is intended for maintenance personnel and flight crews.</p>	
<p>Reason:</p>	<p>This Airworthiness Directive (AD) is issued because it was found that the power drawn by the starter generators from the engines is above the consumption capacity at altitudes above 3,000 meters, declared for the engines of AS 355 N helicopters. Excessive power consumption of the starter generators reduces the engine surge margin, which can result in engine failure.</p> <p>The purpose of this AD is therefore to define a new limitation for the power drawn by the starter generator:</p> <p>- At altitudes above 3,000 meters, the maximum continuous current supplied by each starter generator must be limited to 100 A in order to prevent engine surging.</p>	
<p>Effective Date:</p>	<p>17 November 2006</p>	

Compliance:	<p>The following measures are rendered mandatory as from the effective date of this AD:</p> <p>1 – The new load limitation for the starter generators becomes 100 A at altitudes above 3,000 meters (10,000 feet).</p> <p>2 – No later than within 110 flight hours or within 12 months (the first limit reached is applicable):</p> <p>Bond a label indicating this new limitation, on the instrument panel, below the ammeter, in compliance with the instructions specified in paragraph 2.B. of referenced EUROCOPTER AS 355 Alert Service Bulletin No. 01.00.52.</p>
Ref. Publications:	<p>EUROCOPTER AS 355 Alert Service Bulletin No. 01.00.52. (Any subsequent approved revision to this ASB is acceptable).</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. This AD was posted as PAD 06-228 for consultation on 13 September 2006 with a comment period until 27 September 2006. No comments were received during the consultation period. 3. Enquiries regarding this AD should be addressed to AD Focal Point, Certification Directorate, EASA. E-mail: ads@easa.europa.eu 4. For any questions concerning the technical content of the requirements in this AD, please contact: EUROCOPTER (STDI) - Aéroport de Marseille Provence 13725 Marignane Cedex - France. Tel: 33 (0) 4 42 85 97 97 - Fax: 33 (0) 4 42 85 99 66. E-mail: Directive.technical-support@eurocopter.com

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
AEROSPATIALE-175

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2007-001 "STARTING – STARTER GENERATOR LIMITATION"

Påbudet gjelder:

Eurocopter, AS 350 B3 og EC 130 B4 helikopter som nærmere beskrevet i vedlagte kopi av EASA AD 2006-0337.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av EASA AD 2006-0337

Tid for utførelse:


Til de tider som er beskrevet i vedlagte kopi av EASA AD 2006-0337 med virkning fra denne LDP's gyldighetsdato.

Referanse:

EASA AD 2006-0337.

Gyldighetsdato:

2007-05-02.

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2006- 0337</p> <p>Issued: 07 November 2006</p>	
<p>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.</p>		
<p>Type Approval Holder's Name:</p> <p>EUROCOPTER</p>	<p>Type/Model designation(s):</p> <p>AS 350 and EC 130 Helicopters</p>	
<p>TCDS Number: EASA R.008</p>		
<p>Foreign AD: Not applicable.</p>		
<p>Supersedes: Not applicable.</p>		
<p>ATA 24, 80</p>	<p>Electrical Power - Starting – Starter Generator Limitation</p>	
<p>Manufacturer(s):</p>	<p>EUROCOPTER (Formerly AEROSPATIALE - EUROCOPTER FRANCE)</p>	
<p>Applicability:</p>	<p>AS 350 B3 and EC 130 B4 helicopters fitted with APC 200 A starter generators (P/N 200SGL130Q) before embodiment of MOD 073345.</p> <p><u>Note:</u> This Airworthiness Directive (AD) is intended for maintenance personnel and flight crews.</p>	
<p>Reason:</p>	<p>This Airworthiness Directive (AD) is issued because it was found that the power drawn by APC 200 A starter generators from the engines is above the consumption capacity declared for the engines of the helicopters listed in the "Applicability" paragraph. Excessive power consumption of the starter generator reduces the engine surge margin, which can result in engine failure.</p> <p>The purpose of this AD is therefore to define a new limitation for the power drawn by the starter generator:</p> <ul style="list-style-type: none"> - The maximum continuous current supplied by the APC 200 A starter generator must be limited to 180 A in order to prevent engine surging. 	
<p>Effective Date:</p>	<p>17 November 2006</p>	

Compliance:	<p>The following measures are rendered mandatory as from the effective date of this AD:</p> <p>1 – The new load limitation for APC 200 A starter generators becomes 180 A.</p> <p>2 – No later than within 110 flight hours or within 12 months (the first limit reached is applicable):</p> <p>Bond a label indicating this new limitation, on the instrument panel below the VEMD, in compliance with the instructions specified in paragraph 2.B. of the referenced EUROCOPTER Alert Service Bulletin corresponding to the aircraft version.</p>
Ref. Publications:	<p>EUROCOPTER AS 350 Alert Service Bulletin No. 01.00.57 EUROCOPTER EC 130 Alert Service Bulletin No. 04A002 (or any subsequent approved revision)</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. This AD was posted as PAD 06-227 for consultation on 13 September 2006 with a comment period until 27 September 2006. No comments were received during the consultation period. 3. Enquiries regarding this AD should be addressed to AD Focal Point, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu . 4. For any questions concerning the technical content of the requirements in this AD, please contact: EUROCOPTER (STDI) - Aéroport de Marseille Provence 13725 Marignane Cedex - France. Tel: 33 (0) 4 42 85 97 97 - Fax: 33 (0) 4 42 85 99 66. E-mail: Directive.technical-support@eurocopter.com

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-176

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2007-020 "MAIN & TAIL ROTORS SERVO-CONTROLS - INSPECTION / MODIFICATION"

Påbudet gjelder:

Eurocopter, helikopter av modeller som nærmere beskrevet i vedlagte kopi av EASA AD 2007-0099.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av EASA AD 2007-0099.

Tid for utførelse:


Til de tider som er beskrevet i vedlagte kopi av EASA AD 2007-0099 med virkning fra denne LDP's gyldighetsdato.

Referanse:

EASA AD 2007-0099.

Gyldighetsdato:

2007-05-02.

EASA	AIRWORTHINESS DIRECTIVE								
	<p style="text-align: center;">AD No : 2007- 0099</p> <p style="text-align: center;">Date: 11 April 2007</p>								
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.									
<p>Type Approval Holder's Name :</p> <p>EUROCOPTER</p>	<p>Type/Model designation(s) :</p> <p>AS 332, SA 365 N, AS 365 N, SA 366, EC 155, AS 355, EC 130 and AS 350 helicopters.</p>								
TCDS Number: EASA.R.002, DGAC FRANCE 159, EASA.R.146 and EASA.R.008.									
Foreign AD: Not applicable									
Supersedure: Not applicable									
ATA 67	Rotors Flight Control – Main & Tail Rotors Servo-Controls – Inspection / Modification								
Manufacturer(s):	EUROCOPTER (Formerly EUROCOPTER - FRANCE, AEROSPATIALE)								
Applicability:	<ul style="list-style-type: none"> - AS 332 C, C1, L, L1 and L2, - SA 365 N and N1, AS 365 N2 and N3, SA 366 G1, EC 155 B and B1, - AS 355 F, F1, F2 and N, and - EC 130 B4, AS 350 B3, <p>EUROCOPTER helicopters, all serial numbers (s/n) that are equipped with main and tail rotor GOODRICH servo-controls without the letter "R" marked in the inspection box of the servo-control identification plate, and whose part numbers (p/n) and s/n are listed in paragraph 1.A. of the relevant EUROCOPTER Alert Service Bulletin (ASB) in table 1 below.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">For</th> <th style="text-align: center;">Refer to</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">AS 332</td> <td style="text-align: center;">AS 332 ASB No. 67.00.37</td> </tr> <tr> <td style="text-align: center;">AS 365 & SA 365</td> <td style="text-align: center;">AS 365 ASB No. 67.00.13</td> </tr> <tr> <td style="text-align: center;">SA 366</td> <td style="text-align: center;">SA 366 ASB No. 67.08</td> </tr> </tbody> </table>	For	Refer to	AS 332	AS 332 ASB No. 67.00.37	AS 365 & SA 365	AS 365 ASB No. 67.00.13	SA 366	SA 366 ASB No. 67.08
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	<table border="1" data-bbox="646 394 1206 674"> <thead> <tr> <th data-bbox="646 394 836 450">For</th> <th data-bbox="836 394 1206 450">Refer to</th> </tr> </thead> <tbody> <tr> <td data-bbox="646 450 836 506">EC 155</td> <td data-bbox="836 450 1206 506">EC 155 ASB No. 67A010</td> </tr> <tr> <td data-bbox="646 506 836 562">AS 355</td> <td data-bbox="836 506 1206 562">AS 355 ASB No. 67.00.28</td> </tr> <tr> <td data-bbox="646 562 836 618">EC 130</td> <td data-bbox="836 562 1206 618">EC 130 ASB No. 67A010</td> </tr> <tr> <td data-bbox="646 618 836 674">AS 350</td> <td data-bbox="836 618 1206 674">AS 350 ASB No. 67.00.40</td> </tr> </tbody> </table> <p data-bbox="855 689 943 719" style="text-align: center;">Table 1</p>	For	Refer to	EC 155	EC 155 ASB No. 67A010	AS 355	AS 355 ASB No. 67.00.28	EC 130	EC 130 ASB No. 67A010	AS 350	AS 350 ASB No. 67.00.40
For	Refer to										
EC 155	EC 155 ASB No. 67A010										
AS 355	AS 355 ASB No. 67.00.28										
EC 130	EC 130 ASB No. 67A010										
AS 350	AS 350 ASB No. 67.00.40										
Reason:	<p data-bbox="469 734 1318 797">This Airworthiness Directive (AD) is issued following a manufacturing non-conformity found on one batch of servo-control cap p/n. 800137.</p> <p data-bbox="469 797 1318 887">With a defective servo-control, rotation of the distributor might not be stopped mechanically since only friction of inner seals holds the distributor sleeve in its position.</p> <p data-bbox="469 887 1318 976">If not corrected this condition could cause untimely movements of servo-controls, which are used on main and anti-torque rotors, and lead to the loss of control of the helicopter.</p> <p data-bbox="469 987 1299 1077">The aim of this AD is to identify the defective servo-controls either in service or on shelf and to return them to the supplier so as to be modified and returned to conformity.</p>										
Effective Date:	25 April 2007										
Compliance:	<ol data-bbox="469 1200 1318 1671" style="list-style-type: none"> 1. Within 2 months from the effective date of the present AD, check for identification the servo controls installed on helicopters and on the shelves, with reference to the paragraph (§) 1.A of the applicable Eurocopter ASB given in table 1. 2. At the latest on the next removal of the servo-controls not to exceed 2 years from the effective date of this AD, return the identified defective servo-controls per the § 1. of this AD, as instructed in the accomplishment instructions of the applicable Eurocopter ASB given in table 1. 3. As of 25 April 2009, no person shall install servo controls whose p/n and s/n are listed in the applicable Eurocopter ASB given in table 1. on any Eurocopter helicopters unless they have been previously returned to conformity to be compliant with the relevant Eurocopter ASB given in table 1 										
Ref. Publications:	<p data-bbox="493 1738 986 1973"> EUROCOPTER AS 332 Alert Service Bulletin No. 67.00.37. AS 365 ASB No. 67.00.13. SA 366 ASB No. 67.08. EC 155 ASB No. 67A010. AS 355 ASB No. 67.00.28. EC 130 ASB No. 67A010. AS 350 ASB No. 67.00.40. </p> <p data-bbox="493 1984 815 2018">or later approved revisions..</p>										

Remarks :

1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD.
2. This AD was posted as PAD 07-035 for consultation on 07 March 2007 with a comment period until 04 April 2007. No comments were received during the consultation period.
3. Enquiries regarding this Airworthiness Directive should be referred to the AD Focal Point - 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
Aéroport de Marseille Provence 13725 Marignane Cedex - France.
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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AEROSPATIALE-177

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2007-049 "TAIL ROTOR DRIVE - REAR DRIVE SHAFT FRICTION RING - INSPECTION / REPLACEMENT"

Påbudet gjelder:

Eurocopter, EC 120 B helikoptre som nærmere beskrevet i vedlagte kopi av EASA AD 2007-0211.

Påbudet omfatter:

Tiltak skal utføres som beskrevet i vedlagte kopi av EASA AD 2007-0211.

Anm.: Denne LDP erstatter LDP 2005-032 som var basert på DGAC AD F-2005-076.

Tid for utførelse:


Til de tider og intervaller som er angitt i vedlagte kopi av EASA AD 2007-0211 med virkning fra 8. juli 2005, som var gyldighetsdato for LDP 2005-032.

Referanse:

EASA AD 2007-0211.

Gyldighetsdato:

2007-10-24.

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2007-0211</p> <p>Date: 07 August 2007</p>	
<p>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.</p>		
<p>Type Approval Holder's Name : EUROCOPTER</p>	<p>Type/Model designation(s) : EC 120 B helicopters</p>	
<p>TCDS Number: DGAC FRANCE No.189</p>		
<p>Foreign AD: Not applicable</p>		
<p>Supersedure: DGAC France AD F-2005-076 (EASA approval number 2005-3955)</p>		
<p>ATA 65</p>	<p>Tail Rotor Drive - Rear Drive Shaft Friction Ring - Inspection / Replacement</p>	
<p>Manufacturer(s):</p>	<p>EUROCOPTER</p>	
<p>Applicability:</p>	<p>EC 120 B helicopters, all serial numbers that are fitted with tail rotor drive shafts Part Number (P/N) C651A3102051 and C651A3102052.</p>	
<p>Reason:</p>	<p>DGAC France issued Airworthiness Directive (AD) F-2005-076 following a bonding failure and displacement of the damper friction ring on the rear element of the tail rotor drive shaft discovered in service.</p> <p>This incorrect positioning caused the two half-clamps to wear which with time, may lead to the failure of the rear drive shaft and loss of the tail rotor drive.</p> <p>The present AD is a supersedure of DGAC France AD F-2005-076 whose requirements are retained, and mandates EC 120 Alert Service Bulletin (ASB) No.05A006, conversion of EUROCOPTER Alert Telex No. 05A006, without affecting the overall technical content itself but clarifying that repetitive inspections must be continued whether the rear shaft element is replaced or simply rotated by 180° in order to use the second friction ring let available on the shaft as a spare.</p>	
<p>Effective Date:</p>	<p>21 August 2007</p>	

Compliance:	<p>Required as indicated, unless accomplished previously:</p> <p>After 11 May 2005 (the effective date of DGAC France AD F-2005-076):</p> <p>(1) For helicopters having accumulated less than 90 Flight Hours (FH), Total Time since new:</p> <p>Upon accumulating a total of 110 FH since new and thereafter at intervals not to exceed 110 FH, make sure, by visual or/and tactile check, that the friction ring has not moved on the tail rotor rear drive shaft, in accordance with instructions given in paragraph 2.B.1 of EUROCOPTER EC120 Alert Service Bulletin (ASB) No. 05A006 initial issue or later approved revision;</p> <p>(2) For helicopters having accumulated 90 FH Total Time since new or more:</p> <p>Within the next 20 FH and thereafter at intervals not to exceed 110 FH, make sure, by visual or/and tactile check, that the friction ring has not moved on the tail rotor rear drive shaft, in accordance with instructions given in paragraph 2.B.1 of EUROCOPTER EC120 ASB No. 05A006 initial issue or later approved revision.</p> <p>(3) Results and further mandatory actions after accomplishment of paragraphs (1) and (2) of this directive:</p> <p>(a) If the friction ring has not moved, leave as it is and resume flights;</p> <p>(b) If the friction ring has moved, or if in doubt, comply with instructions given in paragraph 2.B.2 of EUROCOPTER EC120 ASB No. 05A006 initial issue or later approved revision, in order to ensure any ring actually found unstuck cannot move further freely when trying to move it by hand;</p> <p>- if the unstuck friction ring moves further, before resuming flights, replace the rear element of the tail rotor drive shaft;</p> <p>- if the unstuck friction ring does not move further, before resuming flights, turn the rear element of the tail rotor drive shaft by 180°, provided that it has never been turned during previous compliance with aircraft maintenance tasks, otherwise replace this rear shaft element;</p> <p>- thereafter, continue inspections every 110 FH as specified in paragraphs (1) and (2) of this directive.</p>
Ref. Publications:	EUROCOPTER EC120 Alert Service Bulletin No. 05A006 initial issue or later approved revision.
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. This AD was posted for consultation on 27 June 2007 as PAD 07-108 until 11 July 2007. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the AD Focal Point - 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; Tel: 33(0)4 42 85 97 97 – Fax: 33(0) 4 42 85 99 66; E-mail: Directive.technical-support@eurocopter.com

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