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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: 2006-0097 R1

Datum účinnosti: 20. srpna 2006

EUROCOPTER

modely AS 355


Tento PZZ je vydáván pro výrobek transferovaný pod působnost EASA

Na základě rozhodnutí EASA je následující Příkaz k zachování letové způsobilosti závazný pro všechny výrobky provozované v EU na které se daný PZZ vztahuje.

Provedení PZZ, který se vztahuje podle typu a výrobního čísla na výrobek je pro provozovatele/vlastníka letadla zapsaného do leteckého rejstříku závazné. Neprovedením PZZ ve stanoveném termínu dojde ke ztrátě letové způsobilosti výrobku.

Poznámky:

- Provedení tohoto PZZ musí být zapsáno do provozní dokumentace letadla.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická.
- Pokud to vyžaduje povaha tohoto PZZ, musí být zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2006 — 0097 R1</p> <p>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	

<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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	<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:	<p>EUROCOPTER AS 355 Alert Service Bulletin No. 55.00.11. 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 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