



ÚŘAD PRO CIVILNÍ LETECTVÍ  
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## PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

**Číslo: 2006-0235-E**

Datum účinnosti: 10. srpna 2006

**EUROCOPTER**

vrtulníky AS 350, AS 355

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Tento PZZ je vydáván pro výrobek transferovaný pod působnost EASA

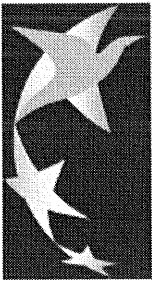
Na základě rozhodnutí EASA je následující Příkaz k zachování letové způsobilosti závazný pro všechny výrobky provozované v EU na které se daný PZZ vztahuje.

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.

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*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.

<b>EASA</b>	<b>EMERGENCY AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2006 – 0235-E</b></p> <p><b>Date: 09 August 2006</b></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.	
<b>Type Approval Holder's Name:</b> EUROCOPTER	<b>Type/Model designations:</b> AS 350 and AS 355 helicopters
TCDS Number: EASA.R.008, DGAC 168	
Foreign AD: None.	
Supersedes: DGAC AD No. 2001-640-089(A) and No. 2001-641-067(A).	
<b>ATA 64</b>	<b>Tail Rotor - Tail Rotor Blade Skin - Check</b>
<b>Manufacturer:</b>	EUROCOPTER (formerly EUROCOPTER-FRANCE, AEROSPATIALE)
<b>Applicability:</b>	<p>Helicopters:</p> <ul style="list-style-type: none"> <li>- AS 350 B, BA, BB, B1, B2, B3 and D</li> <li>- AS 355 E, F, F1, F2 and N</li> </ul> <p>equipped, according to the permitted assemblies, with tail rotor blades, P/Ns.:</p> <ul style="list-style-type: none"> <li>- 355A12-0031-01/ -02/ -03/ -04/ -05/ -06/ -07/ -08/ -09/ -11/ -12/ -13/ -14.</li> <li>- 355A12-0040-00/ -01/ -02/ -03/ -04/ -05/ -07/ -08.</li> <li>- 355A12-0050-00/ -01/ -02/ -03/ -04/ -05.</li> </ul>
<b>Reason:</b>	This Airworthiness Directive (AD) is issued following another report of separation of a tail rotor blade trailing edge section in flight due to cracks in the blade skin. The cracks start in the trailing edge tab-to-airfoil attachment area. The cracks then grow quickly under the effect of the aerodynamic loads, and, in time, cause the skin to be torn to such an extent that part of the blade trailing edge separates. The unbalance caused by the loss of this blade section is very heavy and might cause the TGB to be torn off the tail boom.

	<p>The purpose of this AD, which supersedes DGAC AD No. 2001-640-089(A) for AS 350 helicopters and AD No. 2001-641-067(A) for AS 355 helicopters, is:</p> <ul style="list-style-type: none"> <li>- to cover the previous monitoring measures and reinforce monitoring of certain blades PN 355A12-0050-XX on which it was found that the cause of the cracks is related to repairs carried out in the trailing edge area (tab replacement) by EUROCOPTER or approved repair stations,</li> <li>- to extend the measures to the blades held as spares.</li> </ul>
Effective Date:	10 August 2006
Compliance:	<p>The following measures are mandatory as from the effective date of this AD: For tail rotor blades referenced in the "Applicability" paragraph:</p> <ol style="list-style-type: none"> <li>1. At each check after the last flight of the day (ALF check), without exceeding 10 flying hours between two successive checks, visually check for absence of cracks in the blade pressure face and blade suction face in zone A, in compliance with the instructions specified in paragraph 2.B.1. of Revision 1 of the EUROCOPTER Alert Service Bulletins (ASBs) referenced below and corresponding to the aircraft version. <b>Note:</b> This check can be carried out by an appropriately trained pilot.</li> <li>2. If a crack is detected in zone A, and according to the blade P/Ns., comply with the instructions specified in paragraph 2.B.2. of Revision 1 of the ASBs referenced below and corresponding to the aircraft version.</li> <li>3. On tail rotor blades held as spares and before installation on a helicopter, comply with the instructions specified in paragraph 2.B. of Revision 1 of the ASBs referenced below and corresponding to the aircraft version.</li> </ol>
Ref. Publications:	<p>EUROCOPTER AS 350 Alert Service Bulletin No. 05.00.40 Revision 1 EUROCOPTER AS 355 Alert Service Bulletin No. 05.00.38 Revision 1 or later approved revisions.</p>
Remarks:	<ol style="list-style-type: none"> <li>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.</li> <li>2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification.</li> <li>3. Enquiries regarding this AD should be addressed to AD Focal Point, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a></li> <li>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. Tel: 33 (0) 4 42 85 97 97 - Fax: 33 (0) 4 42 85 99 66. E-mail: <a href="mailto:Directive.technical-support@eurocopter.com">Directive.technical-support@eurocopter.com</a></li> </ol>