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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: 2007-0139-E Corrected

Datum opravy: 23. května 2007

EUROCOPTER

modely AS 350, 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 zpracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.

EASA	EMERGENCY AIRWORTHINESS DIRECTIVE	
	<p>EAD No: 2007- 0139-E [Corrected: 23 May 2007]</p> <p>Date: 15 May 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.		
Type Approval Holder's Name :		Type/Model designation(s) :
EUROCOPTER		AS 350 and AS 355
TCDS Numbers: EASA.R.008 and EASA.R.146		
Foreign AD: Not applicable.		
Supersedure: .Not applicable.		
ATA 53	Fuselage - Center cross-member under the cabin floor - Inspection / Modification	
Manufacturer(s):	EUROCOPTER (Formerly EUROCOPTER-FRANCE – AEROSPATIALE)	
Applicability:	EUROCOPTER AS350 B, BA, BB, B1, B2, B3 and D and EUROCOPTER AS355 E, F, F1, F2 and N helicopters, all serial numbers delivered before January 1 st , 2007 and equipped with a collective-to-yaw control coupling with or without an Automatic Flight Control System.	
Reason:	<p>This Airworthiness Directive (AD) is issued following one report of a crack discovered in the area of the center cross-member at station X 2325, at the attachment point of the yaw channel ball-type control sheath stop of an AS 355 N helicopter fitted with the collective-to-yaw control coupling.</p> <p>Investigations revealed that the helicopter was not equipped with the structure doublers which are combined with the collective-to-yaw control coupling installation. Repetitive overloads on the non-modified cross-member cause it to crack. This crack can reduce the yaw control travel, and thus diminish the pilot's ability to control yawing of the helicopter.</p> <p>This AD mandates to verify the proper installation of the cross-member at station X 2165 and of the two doublers at stations X 2325 and Y 269 and if necessary, their installation provided the center cross-member at station X 2325 is free of cracks.</p> <p>Correction of publication This AD is republished to correct a typographical error in a TCDS reference.</p>	

Effective Date:	18 May 2007
Compliance:	<p>1. Within the next 10 Flight Hours (FH) or 1 month after the effective date of this AD, whichever occurs first, confirm installation of the cross-member at station X 2165 and of the doublers at stations X 2325 and Y 269 as detailed in the accomplishment instructions paragraph of the relevant Alert Service Bulletin (ASB) No. 53.00.37 (AS 350) or ASB No. 53.00.23 (AS 355).</p> <p>2. If the cross-member and the doublers are installed, no further action is required.</p> <p>3 If the cross-member and/or the doublers are not installed, check for cracks, by a visual or a dye penetrant inspection, the center cross-member at station X 2325, in the area around the attachment point of the tail rotor directional ball-type control as detailed in the accomplishment instructions paragraph of the relevant ASB No. 53.00.37 (AS 350) or ASB No. 53.00.23 (AS 355).</p> <p style="padding-left: 40px;">3.1. If no crack is found:</p> <p style="padding-left: 80px;">3.1.1. Prior to next flight, check the tail rotor control rigging per the accomplishment instructions paragraph of the relevant ASB No. 53.00.37 (AS 350) or ASB No. 53.00.23 (AS 355).</p> <p style="padding-left: 80px;">3.1.2. Repeat thereafter at intervals not to exceed 55 FH, inspections required by paragraph 3. of this AD, until completion of the paragraph 3.1.3 of this AD.</p> <p style="padding-left: 80px;">3.1.3. Within 12 months after the effective date of this AD, install the cross-member at station X 2165 and of the doublers at stations X 2325 and Y 269, in accordance with the appendix paragraph of the relevant ASB No. 53.00.37 (AS 350) or ASB No. 53.00.23 (AS 355).</p> <p style="padding-left: 40px;">3.2. If any crack is found, Ground the rotorcraft.</p>
Ref. Publications:	EUROCOPTER AS 350 ASB No. 53.00.37 initial issue. EUROCOPTER AS 355 ASB No. 53.00.23 initial issue or any later approved revision
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. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification.</p> <p>3. Enquiries regarding this Airworthiness Directive should be referred 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 Telephone: 33 (0 442 859 797; Fascimile: 33 (0) 442 859 966; E-mail: Directive.technical-support@eurocopter.com.</p>