

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-T-054/2000

Datum vydání: 6. června 2000

VRTULNÍK - HLAVA OCASNÍHO ROTORU (ATA 05, 64) - KONTROLA

Týká se: vrtulníků AS 355 vyrobených firmou EUROCOPTER verzí E, F, F1, F2, N, vybavených ovládací deskou podélného pohybu ocasního rotoru všech katalogových čísel na kterých nebyla provedena MOD 07 6554.

Důvod vydání: zabránit zhoršení a ztrátě ovladatelnosti podélného pohybu ocasní rotorové hlavy.

Datum účinnosti: ihned po obdržení.

Provést v termínech: Jak je popsáno v DGAC AD T2000-223-059(A).

Postup provedení prací: Dle pokynů v DGAC AD T2000-223-059(A).

Poznámky: Provedení tohoto PZZ musí být zapsáno do letadlové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL technický inspektorát - Ing. B. Fiala. Pokud to vyžaduje povaha tohoto PZZ, musí být zapracováno do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla. Tento PZZ byl vypracován na základě DGAC AD T2000-223-059(A).

Ing. Pavel MATOUŠEK
Ředitel technického inspektorátu
Úřad pro civilní letectví

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.

No. T2000-222-079(A)-EUROCOPTER-AS 350 Helicopters

No. T2000-223-059/A] - EUROCOPTER -AS 355 Helicopters

SUBJECT : Bearing Spacer of the Tail Rotor Head Pitch Change Plate (ATA 05, 64).

1. EFFECTIVITY:

AS 350 helicopters, versions: B, B1, B2, B3, BA, BB and D [TAD no T2000-222-079(A)]

AS 355 helicopters, versions: E, F, F1, F2 and N [TAD no T2000-223-059(A)]

fitted with tail rotor pitch change rotating plates, all part numbers, on which MOD 07 6554 has not been embodied.

2. REASON:

These Telegraphic Airworthiness Directives are issued to prevent deterioration and loss of the tail rotor head (TRH) pitch change control.

3. MANDATORY ACTIONS AND COMPLIANCE TIME:

The following measures are rendered mandatory from the effective date of this Telegraphic Airworthiness Directive.

3.1. At the latest within 10 flying hours, identify the position of the tail rotor pitch change rotating plate and of the spacer in compliance with the instructions given in paragraph 2B1 of referenced EUROCOPTER AS 350 No. 05.00.33 and AS 355 Service Bulletins No. 05.00.33

referenced below.

3.2. At check after the last flight of the day, check in compliance with the instructions given in paragraph 2B2 of referenced Service Bulletins 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 2B3 of referenced Service Bulletins (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 2B4 of referenced Service Bulletins (embodiment of MOD 07 6554) at the latest within 25 flying hours from detection of the misalignment.

3.3. Before installing a pitch change plate assembly or a tail rotor gear box assembly, held as spares, on an aircraft, comply with the instructions described in paragraph 2B3 of referenced Service Bulletins (embodiment of MOD 07 6554).

REF. : EUROCOPTER AS 350 Service Bulletin No. 05.00.33

EUROCOPTER AS 355 Service Bulletin No. 05.00.33.

EFFECTIVE DATE: UPON RECEIPT