


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2010-0006</p> <p>Date: 07 January 2010</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].	
Type Approval Holder's Name : EUROCOPTER	Type/Model designation(s) : AS 350 and AS 355 helicopters
TCDS Number : EASA.R.008, EASA.R.146	
Foreign AD : Not Applicable	
Supersedure: None	
ATA 05	Time Limits / Maintenance Checks – Tail Rotor (TR) Pitch-Change Links – Inspection
Manufacturer(s):	Eurocopter (formerly Eurocopter France, Aerospatiale)
Applicability:	<p>Models AS 350 B, AS 350 BA, AS 350 BB, AS 350 B1, AS 350 B2, AS 350 B3 and AS 350 D helicopters, all serial numbers, if equipped with TR pitch-change links having Part Number (P/N) 350A33-2100-00, 350A33-2100-01, 350A33-2100-02, 350A33-2100-03, 350A33-2100-04, 350A33-2121-00, 350A33-2121-01, 350A33-2121-02, 350A33-2143-00, 350A33-2145-00 or 350A33-2145-01.</p> <p>Models AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all serial numbers, if equipped with TR pitch-change links having P/N 350A33-2121-00, 350A33-2121-01, 350A33-2121-02, 350A33-2143-00, 350A33-2145-00 or 350A33-2145-01.</p>
Reason:	<p>A case has been reported where the pilot of an AS 350 helicopter felt slight vibrations in the pedal unit in flight. A few minutes later, the vibration level increased and the pilot carried out a precautionary autorotation landing.</p> <p>After landing, it was discovered that one TR pitch-change link was damaged, that the tail-boom cone was missing and there was an impact mark on the tail-boom. Further investigation of the affected TR pitch-change link has shown extensive wear on the ball-joint and failure of the web of the ball-joint due to fatigue. The wear of affected TR pitch-change link could have been discovered during a regular check for no play in the links, which is scheduled at intervals not exceeding 30 flight hours (FH) and to be accomplished during checks after the last flight of the day (ALF).</p> <p>This condition, if not detected and corrected, could lead to loss of the anti-torque</p>

	<p>function, possibly resulting in loss of control of the helicopter.</p> <p>For the reasons described above, this AD requires repetitive inspections for no play in the TR pitch-change links and corrective actions, depending on findings.</p>
Effective Date:	21 January 2010
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within the next 30 FH after the effective date of this AD, inspect the TR pitch-change links in accordance with paragraph 2.B.1 of Eurocopter AS350 Alert Service Bulletin (ASB) 05.00.60 or AS355 ASB No. 05.00.56, as applicable to helicopter model. (2) Thereafter, at interval not to exceed 30 FH, inspect the TR pitch-change links in accordance with paragraph 2.B.2 of Eurocopter AS350 ASB No. 05.00.60 or AS355 ASB No. 05.00.56, as applicable to helicopter model. (3) If, during any inspection as required by paragraph (1) or (2) of this AD, any play is detected, before next flight, inspect the ball-joints of the TR pitch-change links in accordance with paragraph 2.B.3 of Eurocopter AS350 ASB No. 05.00.60 or AS355 ASB No. 05.00.56, as applicable to helicopter model, and, depending on findings, accomplish the necessary corrective actions. (4) The accomplishment of corrective actions as required by paragraph (3) of this AD does not constitute terminating action for the repetitive inspections as required by paragraph (2) of this AD.
Ref. Publications:	<p>Eurocopter AS350 ASB No. 05.00.60 dated 08 December 2009, and</p> <p>Eurocopter AS355 ASB No. 05.00.56 dated 08 December 2009.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, 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. Telephone +33 (0) 4 42 85 97 97, Fax +33 (0) 4 42 85 99 66 E-mail: Directive.technical-support@eurocopter.com.