


<b>EASA</b>	<b>EMERGENCY AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No: 2006-0055-E</b></p> <p><b>Date: 01 March 2006</b></p>
<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.</p>	
<p><b>Type Approval Holder's Name:</b></p> <p><b>EUROCOPTER</b></p>	<p><b>Type/Model designation(s):</b></p> <p><b>AS 350 and AS 355 Helicopters</b></p>
<p>TCDS Number: EASA. R. 008, 168.</p>	
<p>Foreign AD: None.</p>	
<p>Supersedes: None.</p>	
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<p><b>ATA: 67</b></p>	<p><b>Rotor Flight Controls – Main Servo-Controls</b></p>
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<p>Manufacturer(s):</p>	<p>EUROCOPTER (Formerly EUROCOPTER FRANCE, AEROSPATIALE)</p>
<p>Applicability:</p>	<p>AS 350 B, BA, BB, B1, B2, B3 and D, and AS 355 E helicopters, equipped with main servo-controls, all part numbers, not modified per MOD 073343, and on which the tightening torque of the nut that secures the upper ball-end has been increased following:</p> <ul style="list-style-type: none"> <li>- embodiment of MOD 073191,</li> <li>Or,</li> <li>- compliance with MET Work Card 67.30.00.402 since MET Revision 04-06 for AS 350 helicopters and Revision 04-08 for AS 355 helicopters.</li> </ul>
<p>Reason:</p>	<p>This Airworthiness Directive (AD) is issued following some cases of cracks discovered in the tapered housings of main servo-controls during scheduled inspections.</p> <p>A very long crack in the tapered housing of a main servo-control can, in time, lead to the loss of the attachment of the servo-control concerned to the non-rotating swashplate, and consequently to the loss of the helicopter.</p>
<p>Effective Date:</p>	<p>01 March 2006</p>

<p>Compliance:</p>	<p>The following measures are mandatory as from the effective date of this AD:</p> <p><b>1. Main servo-controls installed on helicopters</b></p> <p>No later than within 10 flying hours or 10 days (the first limit reached is applicable), check the tapered housings of the main servo-controls for cracks, in compliance with the instructions specified in paragraph 2.B.2. of the referenced Alert Service Bulletin (ASB), corresponding to the aircraft version.</p> <p><b>1.1. Interpretation of the results:</b></p> <p><b>1.1.1.</b> If there is no crack, comply once with paragraph 2.B.3. of the referenced ASB, corresponding to the aircraft version, then resume flights.</p> <p><b>1.1.2.</b> If there is a vertical crack (along the servo-control axis) that is less than 20 mm long:</p> <ul style="list-style-type: none"> <li>- Comply once with paragraph 2.B.3. of the referenced ASB, corresponding to the aircraft version, and identify the end of the crack using an indelible ink marker and resume flights.</li> <li>- Comply with paragraph 2.B.4. of the referenced ASB, corresponding to the aircraft version, during the check after the last flight of the day, without exceeding 10 flying hours between two inspections, pending the replacement of the servo-control (in accordance with paragraph 2.A. of the referenced ASB, corresponding to the aircraft version), no later than within 150 flying hours without exceeding 3 months.</li> </ul> <p><b>1.1.3.</b> Replace the servo-control in compliance with the instructions specified in paragraph 2.A. of the referenced ASB, corresponding to the aircraft version, in the following cases if:</p> <ul style="list-style-type: none"> <li>- a vertical crack is found (along the servo-control axis) that is 20 mm long or longer,</li> <li>- the crack has grown by more than 5mm,</li> <li>- there is an oblique or a horizontal crack,</li> <li>- there are several cracks.</li> </ul> <p><b>2. Main servo-controls held as spares:</b></p> <p>Within 10 days, or before installing a main servo-control held as spares:</p> <p><b>2.1.</b> Comply with the instructions specified in paragraph 2.B.2.b. of the referenced ASB, corresponding to the aircraft version.</p> <p><b>2.2. Interpretation of the results:</b></p> <ul style="list-style-type: none"> <li>- If there is no crack, comply once with the instructions specified in paragraph 2.B.3. of the referenced ASB, corresponding to the aircraft version.</li> <li>- If there is a crack, return the servo-control for repair.</li> </ul>
<p>Ref. Publications:</p>	<p>EUROCOPTER AS 350 Alert Service Bulletin No. 05.00.51  EUROCOPTER AS 355 Alert Service Bulletin No. 05.00.48  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 Mr. M. Capaccio, AD Focal Point, Certification Directorate, EASA. E-mail: ADS@easa.eu.int</li><li>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. Tel.: 33 (0) 4 42 85 97 97, Fax: 33 (0) 4 42 85 99 66, E-mail: Directive.technical-support@eurocopter.com</li></ol>
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