



ÚŘAD PRO CIVILNÍ LETECTVÍ  
ČESKÁ REPUBLIKA  
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## PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

**Číslo: 2006-0273**

Datum účinnosti: 14. září 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.

EASA	AIRWORTHINESS DIRECTIVE	
	<p style="text-align: center;"><b>AD No.: 2006 - 0273</b></p> <p style="text-align: center;"><b>Date: 04 September 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> EUROCOPTER</p>	<p><b>Type/Model designations:</b> AS 350 and AS 355 helicopters</p>	
<p>TCDS Number: EASA R.008 and DGAC France 168</p>		
<p>Foreign AD: Not applicable.</p>		
<p>Supersedes: DGAC F-2005-102 R1, EASA approval No. 2005-6112</p>		
<b>ATA 53</b>	<b>Fuselage – RH Cabin Vibration Damper &amp; Blade – Inspection / Replacement / Modification</b>	
<p>Manufacturer:</p>	<p>EUROCOPTER (formerly EUROCOPTER-FRANCE, AEROSPATIALE)</p>	
<p>Applicability:</p>	<p>All Model AS 350 B, BA, BB, B1, B2, B3 and D helicopters, all serial numbers; and</p> <p>All Model AS 355 E, F, F1, F2 and N helicopters, all serial numbers, if equipped with RH (right hand) cabin vibrator damper blades, all part numbers, and with an automatic flight control system, all design standards.</p> <p>Note: This Airworthiness Directive (AD) is intended for maintenance personnel and flight crews.</p>	
<p>Reason:</p>	<p>This AD is issued following a case of a crack occurrence and a case of failure of a cabin vibration damper blade.</p> <p>In the event of failure of the blade of a cabin vibration damper assembly, the failed part can produce interference with a bellcrank of the flight controls, which could lead to jamming of a flight control.</p> <p>The purpose of this AD, which supersedes AD F-2005-102 R1, is:</p> <ul style="list-style-type: none"> <li>- to cover the replacement of Revision 1 of Alert Telexes No. 05.00.48 and 05.00.46, respectively, by an Alert Service Bulletin (ASB) with the same reference number and with no change to the technical content; and</li> </ul>	

	<p>- to make the embodiment of modification 073325 mandatory. This modification is introduced by ASB No. 53.00.34 for AS 350 and ASB No. 53.00.22 for AS 355 helicopters, and consists in installing a containment casing for the RH cabin vibration damper to prevent the blade from coming into contact with the flight control components under the cabin floor, should a cabin vibration damper blade fail.</p>
Effective Date:	14 September 2006
Compliance:	<p><b>1.</b> The following measures are mandatory as from June 15, 2005, the effective date of the original edition of AD F-2005-102:</p> <p><b>1.1</b> At the latest, at the check after the last flight of the day, then at each check after the last flight of the day, check the visible areas of the blade of the cabin vibration damper on the RH side of the helicopter, for absence of cracks, in compliance with the instructions specified in paragraph 2.B.1. of ASB No. 05.00.48 for AS 350 and No. 05.00.46 for AS 355</p> <p><b>1.2</b> If a crack is found, before next flight, remove the cabin vibration damper from the RH side of the helicopter, replace the cracked blade and re-install the vibration damper fitted with a new blade in accordance with the instructions specified in paragraph 2.B.1. of ASB No. 05.00.48 for AS 350 and No. 05.00.46 for AS 355.</p> <p><b>1.3</b> After replacement of a cracked blade, continue the crack check in accordance with paragraph 1.1 of this directive.</p> <p><b>2.</b> The following measures are mandatory as from the effective date of this AD for AS 350 and AS 355 helicopters modified per MODs 072262, 071543 and OP1055:</p> <p>At the latest by June 30, 2007, install a vibration damper / casing assembly on the RH side of the helicopter, in compliance with the instructions specified in paragraph 2. of ASB No. 53.00.34 for AS 350 or No. 53.00.22 for AS 355.</p> <p><b>Note:</b> Compliance with the measures defined in paragraph 2 cancels the requirements in paragraph 1.</p>
Ref. Publications:	EUROCOPTER AS 350 Alert Service Bulletin (ASB) No. 05.00.48 and 53.00.34; and EUROCOPTER AS 355 ASB No. 05.00.46 and No. 53.00.22, as applicable, or later approved revisions.
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. This AD was posted as PAD 06-189 for consultation on 19 July 2006 with a comment period until 09 August 2006. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD should be addressed to the 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 (STDI) - Aéroport de Marseille Provence 13725 Marignane Cedex - France. Ph.: 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>