


<b>EASA</b>	<b>EMERGENCY AIRWORTHINESS DIRECTIVE</b>	
	<b>AD No.: 2013-0095-E</b>	
	<b>Date: 16 April 2013</b>	
<p>Note: This Emergency 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>		
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.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].</p>		
<b>Design Approval Holder's Name:</b> EUROCOPTER	<b>Type/Model designation(s):</b> AS 350 and AS 355 helicopters	
TCDS Number:	EASA.R.008	
Foreign AD:	Not Applicable	
Supersedure:	None	
<b>ATA 67</b>	<b>Rotor Flight Controls – Main/Tail Rotor Servo-Control Bearings – Inspection / Replacement</b>	
Manufacturer(s):	Eurocopter (formerly Eurocopter France, Aerospatiale)	
Applicability:	AS 350 B, AS 350 BA, AS 350 BB, AS 350 B1, AS 350 B2, AS 350 B3 and AS 350 D, AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N, AS 355 NP helicopters, all serial numbers, equipped with single hydraulic main and tail servo-controls manufactured by "SAMM", "TRW", "GOODRICH", or "UTAS".	
Reason:	<p>Excessive axial play was detected on bearings Part Number (P/N) 801462 installed on the input lever of the main and tail rotor servo-controls. The defective bearings could also have been fitted on servo-controls repaired at the "UTC AEROSPACE SYSTEMS" premises in the "Monroe, N/C, USA" repair station. This defect could initiate an excessive lever/distributor off-centring of the slide valve, causing the distributor slide valve to jam in its sleeve.</p> <p>For helicopters with single hydraulic main and tail servo-controls, this condition, if not detected and corrected, could lead to a hard-point (friction point) in the flight controls and increase pilot work load, which would make it necessary to cut-off of the hydraulic power and to follow the procedures specified in the applicable Section 3 of the Rotorcraft Flight Manual (RFM).</p> <p>For the reasons described above, this AD requires identification of the affected servo-control units and, when an affected servo-control is found installed, repetitive pre-flight checks and replacement of the affected main and/or tail servo-controls.</p>	
Effective Date:	18 April 2013	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within 10 flight hours (FH) or 7 days, whichever occurs first after the effective date of this AD, verify if any affected bearing is fitted in the single hydraulic main and/or tail servo-controls in accordance with the instructions of paragraph 1.E.2 of Eurocopter AS350 Emergency Alert Service Bulletin (ASB) No. 67.00.60, or AS355 ASB No. 67.00.41, as applicable to helicopter type.</li> <li>(2) If, during the inspection as required by paragraph (1) of this AD, it is found that any servo-control installed on the in-service rotorcraft is equipped with a non-compliant bearing, before next flight, and, thereafter, during each pre-flight check (RFM, Section 4), check each affected servo-control for free-travel.</li> <li>(3) If, during any pre-flight check of the free-travel of the servo-controls as required by paragraph (2) of this AD, a “friction point” is detected, before next flight, replace the servo-control with a serviceable one in accordance with the instructions of Section 3 of Eurocopter AS350 ASB No. 67.00.60, or AS355 ASB No. 67.00.41, as applicable to helicopter type.</li> <li>(4) Unless already accomplished as required by paragraph (3) of this AD, within 50 FH or 120 days, whichever occurs first after the effective date of this AD, replace each affected servo-control with a serviceable one in accordance with the instructions of Section 3 of Eurocopter AS350 ASB No. 67.00.60, or AS355 ASB No. 67.00.41, as applicable to helicopter type.</li> <li>(5) From the effective date of this AD, do not install on any helicopter any servo-control, unless it has passed the inspection in accordance with the instructions of paragraph 1E.1.a or 1.E.1.b of Eurocopter AS350 ASB No. 67.00.60, or AS355 ASB No. 67.00.41, as applicable to helicopter type.</li> </ol>
<p>Ref. Publications:</p>	<p>Eurocopter AS350 ASB No. 67.00.60 dated 15 April 2013. Eurocopter AS355 ASB No. 67.00.41 dated 15 April 2013.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. The results of the safety assessment have indicated the need for immediate publication and notification, without the full public consultation process.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact:  EUROCOPTER - Customer Service Technical Support Department, Aéroport de Marseille, Provence 13725 Marignane Cedex – France Telephone: + 33 (0)4 42 85 99 51, 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>