	<b>AIRWORTHINESS DIRECTIVE</b> <b>No F-2003-418</b>	Distribution: <b>A</b>	Issue date: <b>December 24, 2003</b>	Page : <b>1/2</b>
	Direction générale de l'aviation civile France  This Airworthiness Directive is published by the DGAC : <input checked="" type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product. <input type="checkbox"/> as the Registration Airworthiness Authority for the affected aircraft..	<i>Translation of « Consigne de Navigabilité » of same number.          In case of difficulty, reference should be made to the French issue.</i>		
GSAC publication	<b>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.</b>			
Corresponding foreign Airworthiness Directive(s): <b>Not applicable</b>	Airworthiness Directive(s) replaced: <b>None</b>			
Person in charge of airworthiness: <b>EUROCOPTER</b>	Type(s): <b>EC 155 helicopters</b>			
Type certificate(s) No. <b>86</b> TCDS No <b>159</b>				
ATA chapter: <b>62</b>	Subject: <b>Rotor(s) - Main rotor blade/Tip cap attachment</b>			

### 1. EFFECTIVITY:

EUROCOPTER EC 155 B and B1 helicopters, all serial numbers, equipped with main rotor blades referenced 365A11-0080-00.

### 2. REASON:

This Airworthiness Directive (AD) is issued following the discovery of a crack in the main rotor blade tenon to which the blade tip cap is attached. The growth of this crack could lead to the loss of the tip cap and make the helicopter impossible to control.

### 3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures are rendered mandatory from the effective date of this AD:

#### 3.1. Main blade having less than 100 flight hours (FH):

At the latest at the deadline of 110 FH, perform a crack research on the blade pressure face and on the blade suction face of the embedded portion of the tenon, in compliance with the instructions given in paragraph 2.B.1 of the referenced EUROCOPTER Alert Telex.

In case of crack discovery, remove the blade from service.

#### 3.2. Main blade having more than 100 FH:


Research on the blade pressure face and on the blade suction face of the embedded portion of the tenon, in compliance with the instructions given in paragraph 2.B.1 of the referenced EUROCOPTER Alert Telex.

In case of crack discovery, remove the blade from service.

#### 3.3. If no crack is detected, after the last flight of the day and without exceeding 10 FH between two inspections, check that the blade/tip cap assembly is aligned in the flapping direction, in compliance with the instructions given in paragraph 2.B.2 of the referenced EUROCOPTER Alert Telex.

If the clearance "D" is equal to or greater than "Do" + 2mm, remove the blade from service.

#### 3.4. Before installation on helicopter of main blade held as spare, comply with the mandatory actions required by the paragraph 3.1. or 3.2. above.

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**4. REFERENCE PUBLICATION:**

EUROCOPTER EC 155 Alert Telex No 05A004.  
(or any further approved revision of this Alert Telex).

**5. EFFECTIVE DATE:**

Upon receipt of the emergency AD issued on November 04, 2003.

**6. REMARK:**

For questions concerning the technical contents of this AD's requirements, contact:

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**7. APPROVAL:**

This AD is approved under EASA reference No 1649 dated December 09, 2003.

**SUPERSEDED**