EASA	AIRWORTHINESS DIRECTIVE	
	AD No.: 2006 0097 R1 Date: 18 August 2006	
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		iness Directive applies, except in accordance with the erwise agreed with the Authority of the State of Registry.
Type Approval Holder's Name:		Type/Model designation(s):
EUROCOPTER		AS 355
TCDS Number: Franc	e 168	
Foreign AD: None		
Supersedes: This AD	supersedes EASA AD 2006-	0097 dated 24 April 2006.
ATA 55	Stabilizers - Uppe	er and Lower Fins
Manufacturer(s):	EUROCOPTER, EURO	COPTER - FRANCE, AEROSPATIALE
Applicability:	AS 355 E, F (F1, F2 and	Nhelicopters .
Reason:		ctive (AD) is issued following the discovery of two par of the upper fin on AS 355 N helicopters.
	The growth of a crack in the failure of the spar ar	the attachment spar of a fin can, in time, lead to ad the loss of the fin.
7	(ASB) 355 No. 55.00.11	uirements of EUROCOPTER Alert Service Bulletin cancels and replaces the corrective actions 2006-0096 for AS 355 helicopters.
	erroneously included a shelicopters that have be cannot be true, since the requirement. This AD have	e applicability section of the original issue of this AD statement suggesting that the AD applied to en modified i.a.w. ASB 55.00.11. Clearly, this at modification is the subject of the AD's as been revised for clarification. For practical issued to request comments on this revision.
Effective Date:	20 August 2006	

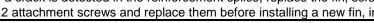
Compliance:

The following measures are mandatory as from 02 May 2006, the effective date of the original issue of this AD:

- 1. Helicopters equipped with upper and lower fins pre-MOD 073288
- No later than within 110 flying hours, replace the upper fin and lower fin attachment screws, in compliance with the instructions specified in paragraph 2.B.2. of referenced EUROCOPTER AS 355 Alert Service Bulletin (ASB) No. 55.00.11.
- **1.2.** At intervals not exceeding 110 flying hours, check the tightening torque of the upper fin attachment screws and check the upper fin reinforcement splice for cracks and loosened rivets, in compliance with the instructions specified in paragraph 2.B.3 of referenced ASB:
- a) if a crack is detected in the reinforcement splice, replace the fin, scrap the 2 attachment screws and replace them before installing a new fin, in compliance with the instructions specified in paragraph 2.B.3.a.
- b) if the tightening torque of one or both of the attachment screws is less than 80% of the minimum torque value and/or it there is a loosened rivet, check that there is no crack in the upper fin spar, in compliance with the instructions specified in paragraph 2.B.3.a.2
- if there is a crack in the spar, replace the upper fin, scrap the 2 attachment screws and replace them before installing a new fin, in compliance with the instructions specified in paragraph 2.B.3.a.2,
- if there is a loosened rivet, replace the loosened rivet(s), scrap the 2 attachment sorews and replace them in compliance with the instructions pecified in paragraph 2.B.3.a.2,
- if there is no crack and no loosened rivet, scrap the 2 attachment screws and replace them in compliance with the instructions specified in paragraph 2.B.3.a.2,
- c) if the tightening torque of the 2 attachment screws is equal to or more than 80% of the minimum torque value and if there is no crack and no loosened rivet, scrap the 2 attachment screws and replace them in compliance with the instructions specified in paragraph 2.B.3.a.3.
- 2. Helicopters equipped with upper and lower fins post-MOD 073288.

No later than within 110 flying hours and at intervals not exceeding 110 flying hours, check the tightening torque of the upper fin attachment screws and check that there is no crack and no loosened rivet in the upper fin reinforcement splice, in compliance with the instructions specified in paragraph 2.B.3. of referenced ASB:

a) if a crack is detected in the reinforcement splice, replace the fin, scrap the 2 attachment screws and replace them before installing a new fin, in







compliance with the instructions specified in paragraph 2.B.3.a.1, b) if the tightening torque of one or both of the attachment screws is less than 80% of the minimum torque value and/or if there is a loosened rivet, check that there is no crack in the upper fin spar, in compliance with the instructions specified in paragraph 2.B.3.a.2, if a crack is detected in the spar, replace the upper fin, scrap the 2 attachment screws and replace them before installing a new fin, in compliance with the instructions specified in paragraph 2.B.3.a.2, - if there is a loosened rivet, replace the loosened rivet(s), scrap the 2 attachment screws and replace them in compliance with the instructions specified in paragraph 2.B.3.a.2, - if there is no crack and no loosened tivet, scrap the 2 attachment screws and replace them in compliance with the instructions specified in paragraph 2.B.3.a.2, c) if the tightening torque of the 2 attachment screws is equal to or more than 80% of the minimum torque value, and if there is no crack and no loosened rivet, scrap the 2 attachment screws and replace them in compliance with the instructions specified in paragraph 2.B.3.a.3. EUROCOPTER AS 355 Alert Service Bulletin No. 55.00.11. Ref. Publications: If requested and appropriately substantiated the responsible EASA Remarks: manager for the related product has the authority to accept Alternative Method of Compliance (AMOCs) for this AD. This AD was posted as PAD 06-047 for consultation on 3 March 2006 with a comment period until 17 March 2006. No comment was raised during the consultation period. Enquiries regarding this Airworthiness Directive should be referred to Mr. M. Capaccio. Airworthiness Directive Focal Point - Certification Directorate, EASA, E-mail: ADs@easa.eu.int 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. Tél: 33 (0) 4 42 85 97 97 - Fax: 33 (0) 4 42 85 99 66. E-mail: Directive.technical-support@eurocopter.com