


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2011-0164</p> <p>Date: 31 August 2011</p> <p>Note: This 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 EC 1702/2003, Part 21A.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>	
<p>Type Approval Holder's Name :</p> <p>EUROCOPTER</p>	<p>Type/Model designation(s) :</p> <p>AS 350 and AS 355 helicopters</p>
TCDS Number :	EASA.R.008, EASA.R.146
Foreign AD :	Not applicable
Supersedure :	None
ATA 67	Rotors Flight Control – Tail Rotor Control Stop Screws – Inspection
Manufacturer(s):	Eurocopter (formerly Eurocopter France, Aerospatiale)
Applicability:	<p>AS 350 B, AS 350 BA, AS 350 BB, AS 350 B1, AS 350 B2, AS 350 B3 and AS 350 D helicopters, all serial numbers (s/n), if equipped with an Autopilot (AP), and AS350 B3 helicopters, all s/n, without an AP installed, but embodying modification 073252.</p> <p>AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all s/n, if equipped with an AP, and AS 355 N and AS 355 NP helicopters, all s/n, without an AP installed, but embodying modification 071908.</p>
Reason:	<p>During take-off with a sling load, the pilot of an AS350 B3 helicopter noticed that he reached one of the yaw stops before its usual position. The subsequent inspection revealed that a nut of the tail rotor control stop was loose and that the corresponding tail rotor control stop screw was out of adjustment.</p> <p>This condition, if not detected and corrected, can lead to the loss of adjustment of the affected stop and consequently limit yaw authority, possibly resulting in loss of control of the helicopter.</p> <p>For the reasons described above, this AD requires repetitive inspections of the tail rotor control stop screws and, depending on findings, adjustment.</p> <p>This AD is considered an interim action, pending the development of a modification, and further AD action may follow.</p>
Effective Date:	14 September 2011

Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 110 flight hours (FH) after the effective date of this AD, inspect the tail rotor control stop screws in accordance with the instructions of paragraph 3.B.2 of Eurocopter Alert Service Bulletin (ASB) No. AS350-05.00.64, or of ASB No. AS355-05.00.59, as applicable to helicopter model. (2) If, during the inspection as required by paragraph (1) of this AD, discrepancies are detected, before next flight, adjust the stops and, irrespective of findings, mark a line of paint on the screw/nut assembly, in accordance with the instructions of paragraph 3.B.2 of Eurocopter ASB No. AS350-05.00.64, or of ASB No. AS355-05.00.59, as applicable to helicopter model. (3) Thereafter, at intervals not to exceed 110 FH, inspect the red paint lines on the screw and nut for alignment, in accordance with the instructions of paragraph 3.B.3 of Eurocopter ASB No. AS350-05.00.64, or of ASB No. AS355-05.00.59, as applicable to helicopter model. (4) If, during any inspection as required by paragraph (3) of this AD, discrepancies are detected, before next flight, remove the red paint marks, adjust the stops and mark a new line of paint on the screw/nut assembly, in accordance with the instructions of paragraph 3.B.2 of Eurocopter ASB No. AS350-05.00.64, or of ASB No. AS355-05.00.59, as applicable to helicopter model. (5) Corrective action as required by paragraph (4) of this AD does not constitute terminating action for the repetitive inspections as required by paragraph (3) of this AD.
Ref. Publications:	<p>Eurocopter ASB No. AS350-05.00.64 dated 30 August 2011</p> <p>Eurocopter ASB No. AS355-05.00.59 dated 30 August 2011</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail ADs@easa.europa.eu 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: Directive.technical-support@eurocopter.com.