

# AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspections and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive

Translation of 'Consigne de Navigabilité'

Réf.: 87-167-022(B)R1

In case of any difficulty, reference should be made to the French original issue.

## EUROCOPTER FRANCE

### SA 365N Helicopters

Electrical multiple panels

The present Airworthiness Directive concerns SA 365 helicopters, versions N, N1 and N2.

In order to eliminate the risk of interference of the electric cable harness :

- with metal parts inside box 4 ALPHA (version N)
- with rear connector of radar screen (if installed), behind control panel (version N)
- behind radar screen, panel 6 ALPHA (versions N, N1 and N2)

the following actions are rendered mandatory :

#### **1 - Version N Helicopters.**

**1-1** Within the next 50 flying hours after the effective date of the present Revision 1 (unless already accomplished in compliance with the original issue of this AD) :

**1.1.1** Check the whole cable harness inside box 4 ALPHA as prescribed in paragraph 1 C (1)(a) of the referenced EUROCOPTER FRANCE SA 365N Service Bulletin N° 39.03 R1.

**1.1.2** If check required in 1.1.1 above shows interference or damaged cable harness, perform operations called for in paragraph 1 C (1)(b)(ba) of referenced Service Bulletin before resuming flights.

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April 28, 1993

EUROCOPTER FRANCE  
SA 365N Helicopters

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1.1.3 If check required in 1.1.1 above shows that only the 5 mm clearance requirement is not met but there is no interference, the aircraft can be placed back into service until the next "T" inspection when operations called for in paragraph 1 C (1)(b)(bb) of referenced Service Bulletin shall be performed.

1-2 Within the next 50 flying hours after the effective date of the present Revision 1 (unless already accomplished in compliance with the original issue of this AD), on aircraft equipped with a BENDIX 1400 or PRIMUS 500 radar :

1.2.1 Check rear part of instrument panel as prescribed in paragraph 1 C (2)(a) of referenced Service Bulletin N° 39.03 R1.

1.2.2 If check required in 1.2.1 above shows damage to sheath and cables, perform operations called for in paragraph 1 C (2)(b) of referenced Service Bulletin before resuming flights.

2 - Versions N, N1 and N2 Helicopters equipped with a BENDIX 1400 or PRIMUS 500 radar.

Within the next 100 flying hours after the effective date of the present Revision 1 :

2-1 Check the routing of panel 6 ALPHA electric harness on the back of the radar screen as per paragraph 1 C (3)(a) of the referenced Service Bulletin N° 39.03 R1.

2-2 If the harness is damaged, perform the operations required in paragraph 1 C (3)(a) of the referenced Service Bulletin before resuming flights.

2-3 In all cases, modify the cable harness as specified in paragraph 1 C (3)(b) of the referenced Service Bulletin before resuming flights.

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Ref. : EUROCOPTER FRANCE SA 365N Service Bulletin N° 39.03 R1

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The present Revision 1 replaces the original AD 87-167-022(B) dated December 09, 1987.

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**EFFECTIVE DATES :**

Original AD : DECEMBER 19, 1987  
Revision 1 : MAY 09, 1993