	<b>AIRWORTHINESS DIRECTIVE</b> <b>No F-2004-196</b>	Distribution: <b>A</b>	Issue date: <b>January 19, 2005</b>	Page : <b>1/2</b>
	Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number.          In case of difficulty, reference should be made to the French issue.</i>
<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>UF-2004-196</b>		
Person in charge of airworthiness: <b>EUROCOPTER</b>		Type(s): <b>AS 350 helicopters</b>		
Type certificate(s) No. <b>84</b> TCDS No <b>157</b>				
ATA chapter: <b>67</b>	Subject: <b>Rotor flight controls - Tail servo-control</b>			

### 1. **EFFECTIVITY:**

EUROCOPTER AS 350 B3 helicopters fitted with a GOODRICH tail servo-control PN SC5071-XX or SC5072, except:

- tail rotor servo-controls PN SC5072 with special number equal to or above 1372,
- tail rotor servo-controls overhauled or repaired in compliance with Service Bulletin GOODRICH No. SC507X17-3 (2013),
- tail rotor servo-controls having never been removed since the delivery of a new aircraft.

**Note:** this Airworthiness Directive (AD) is intended for maintenance personnel and crews.

### 2. **REASONS:**

This AD is issued following a case of travel limitation of the LH pedal felt by a pilot. This travel limitation could lead to a side-slip of the helicopter in an auto-rotation flight at VNE.


### 3. **MANDATORY ACTIONS AND COMPLIANCE TIMES:**

The following measures are rendered mandatory:

#### 3.1. On the effective date of this AD:

Intentional auto-rotation flight is prohibited until the check of the tail servo-control in accordance with paragraph 2.B.2 of the referenced Alert Telex (AT) EUROCOPTER AS 350 No 67.00.30.

#### 3.2. No later than within the next 50 flying hours from the effective date of this AD:

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3.2.1. For helicopters not fitted with automatic flight control system:

Comply with paragraph 2.B.2.a. of the referenced AT.

3.2.2. For helicopters fitted with automatic flight control system:

Comply with paragraph 2.B.2.b. of the referenced AT.

3.3. In case of detection of any non-compliant tail servo-control according to paragraph 2.B.6 of the referenced AT, install a compliant tail servo-control according to the paragraph 2.B.2 directives of the referenced AT.

3.4. On spares tail servo-control: comply with paragraph 2.B.6. directives of the referenced AT before installation on an aircraft.

**4. REFERENCE PUBLICATION:**

Alert Telex EUROCOPTERAS 350 No. 67.00.30  
(Any further approved revision of this AT is acceptable).

**5. EFFECTIVE DATE:**

Upon receipt of the emergency AD issued on December 28, 2004.

**6. REMARKS:**

This AD has been the subject of an emergency publication on December 28, 2004.

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 2004-12557 dated December 28, 2004.

