	AIRWORTHINESS DIRECTIVE No F-2005-076	Distribution: A	Issue date: May 11, 2005	Page : 1/2
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>	
	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.			
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: None		
Person in charge of airworthiness: EUROCOPTER		Type(s): EC 120 helicopters		
Type certificate(s) No. 189 TCDS No 189				
ATA chapter: 65	Subject: Tail rotor drive shaft - Rear drive shaft friction ring			

1. EFFECTIVITY:

EC 120 B helicopters equipped with rear drive shafts, PN: C651A3102051 and C651A3102052.

2. REASONS:

This Airworthiness Directive (AD) is issued following a case of bonding failure and displacement of the damper friction ring on the rear drive shaft, discovered in service.

This incorrect positioning led to wear on the two half-clamps, which, in time, may cause failure of the rear drive shaft.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:


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

3.1. Helicopters having logged less than 90 flying hours:

- No later than within the next 110 flying hours, then at intervals not exceeding 110 flying hours, check in compliance with the instructions specified in § 2.B. of referenced EUROCOPTER EC 120 Alert Telex (AT) No. 05A006, that the friction ring has not moved on the rear drive shaft.

3.2. Helicopters having logged 90 flying hours or more:

- No later than within the next 20 flying hours, then at intervals not exceeding 110 flying hours, check in compliance with the instructions specified in § 2.B. of the referenced AT that the friction ring has not moved on the rear drive shaft.

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3.3. Result analysis

Following the visual or tactile check of the friction ring position on the rear drive shaft:

3.3.1. If the friction ring has not moved:

Leave as is and resume flights.

3.3.2. If the friction ring has moved:

At the latest before resuming flights, comply with the instructions specified in § 2.B.2. of the referenced AT.

4. REFERENCE PUBLICATION:

EUROCOPTER EC 120 Alert Telex No. 05A006.
(Any subsequent approved revision to this Alert Telex is acceptable).

5. EFFECTIVE DATE:

Upon receipt as from May 11, 2005.

6. REMARK:

For any questions concerning the technical content of the requirements in this AD, please contact:

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7. APPROVAL:

This AD is approved under EASA reference No. 2005-3955 dated May 02, 2005.

SUPERSEDED