 <b>Direction générale de l'aviation civile France</b>  <b>GSAC publication</b>	<b>AIRWORTHINESS DIRECTIVE</b>  <b>No F-2005-036</b>		Distribution:  <b>A</b>	Issue date:  <b>March 02, 2005</b>	Page :  <b>1/2</b>
	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>		
<p style="text-align: center;"><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></p>					
Corresponding foreign Airworthiness Directive(s): <b>Not applicable</b>			Airworthiness Directive(s) replaced: <b>UF-2005-036</b>		
Person in charge of airworthiness: <b>EUROCOPTER</b>			Type(s): <b>SA 365 C, SA 360 C helicopters</b>		
Type certificate(s) No. <b>86, 80</b> TCDS No <b>159, 153</b>					
ATA chapter:  <b>05, 63</b>		Subject: <b>Rotor drive(s) - Check of the main gearbox (MGB) bottom plate</b>			

### 1. EFFECTIVITY:

EUROCOPTER SA 360 C and SA 365 C, C1, C2 and C3 helicopters, all serial numbers, fitted with an MGB, all part numbers.

### 2. REASON:

This Airworthiness Directive (AD) is issued following a case of a crack discovered in the MGB bottom plate of an AS 365 N2 helicopter. The crack was detected in the web of the MGB bottom plate, in the immediate vicinity of the attachment of one of the laminated pads, and ran to the inside of the MGB bottom plate and then on the MGB casing. In time, the growth of the crack can lead to the loss of the rotor torque-to-structure transmission function.

### 3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

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


**Note:** The MGB bottom plate is a component that is not subject to follow-up in service. It is therefore not possible to follow up the specific cycles of this component on MGBs on which it might have been replaced upon overhaul or repair of the MGB.

#### 3.1. MGBs having never been overhauled or repaired and having logged less than 26,900 cycles:

At the latest at 26,900 cycles, then at intervals of no more than 55 flying hours, check the MGB bottom plate for absence of cracks, in compliance with the instructions specified in § 2.B. of EUROCOPTER SA 360/365 Alert Service Bulletin No. 05.25 referenced below.

#### 3.2. MGBs having never been overhauled or repaired and having logged 26,900 cycles and more:

At the latest at the ALF-check (check after the last flight of the day) as from the effective date of this AD, then at intervals of no more than 55 flying hours, check the MGB bottom plate for absence of cracks, in compliance with the instructions specified in § 2.B. of the referenced ASB.

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**3.3. Newly overhauled or newly repaired MGBs:**

At the latest at the ALF-check (check after the last flight of the day) as from the effective date of this AD, then at intervals of no more than 55 flying hours, check the MGB bottom plate for absence of cracks, in compliance with the instructions specified in § 2.B. of the referenced ASB.

**3.4. Before installing an MGB, held as spares, on an aircraft, check the MGB bottom plate for absence of cracks, in compliance with the instructions specified in § 3.1. or 3.2. or 3.3. of this AD.**

**3.5. In case of crack, remove the MGB.**

**4. REFERENCE PUBLICATION:**

Alert Service Bulletin EUROCOPTER SA 360/365 No. 05.25  
(Any further approved revision of this ASB is acceptable).

**5. EFFECTIVE DATE:**

Upon receipt as from February 17, 2005.

**6. REMARKS:**

This AD has been the subject of an Emergency diffusion on February 17, 2005.

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 2005-1825 dated February 17, 2005.