	<b>AIRWORTHINESS DIRECTIVE</b> <b>No F-2004-030 R1</b>	Distribution: <b>A</b>	Issue date: <b>March 30, 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>F-2004-030 original issue</b>		
Person in charge of airworthiness: <b>EUROCOPTER</b>		Type(s): <b>SA 330 helicopters</b>		
Type certificate(s) No. <b>56</b> TCDS No <b>127</b>				
ATA chapter: <b>64</b>	Subject: <b>Tail rotor - Tail rotor hub pitch control rod</b>			

**1. EFFECTIVITY:**

SA 330 helicopter versions F, G and J, equipped with a Tail Rotor Hub (TRH) all part numbers.

**2. REASONS:**

This Airworthiness Directive (AD) is issued following a case of yaw control failure on an aircraft in operation. The failure was caused by seizure of the TRH pitch control rod bearing.

The seizure of the bearing was the result of "washing-out" of its internal grease by hydraulic fluid from a leak at the tail rotor servocontrol.

The purpose of Revision 1 of this AD is to cover the conversion of EUROCOPTER SA 330 Alert Telex No. 65.111 into an Alert Service Bulletin (ASB) bearing the same reference number, with no change to the technical content.

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


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

**3.1.** No later than within 10 flying hours, then at intervals not exceeding 10 flying hours, make sure that there is no hydraulic fluid leak at the TRH boot.

If a leak is discovered:

- No later than within the next 25 flying hours, comply with the instructions described in § 2.B. of referenced EUROCOPTER SA 330 ASB No. 65.111.

**3.2.** For TRHs having logged flying hours since replacement of the tail servocontrol following a hydraulic fluid leak at the TRH boot:

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**3.2.1.** If the TRH has logged less than 200 flying hours since the tail servocontrol was replaced:

- Comply with the instructions described in paragraph 2.B. of the referenced ASB, no later than within 20 flying hours.

**3.2.2.** If the TRH has logged 200 flying hours or more since the tail servocontrol was replaced:

- Leave as is.

**3.3.** Before installation on an aircraft, of a TRH, held as spares, that has logged flying hours since new or since overhaul, and has been affected by a hydraulic fluid leak at the TRH boot:

- Comply with § 2.B. of the referenced ASB.

**Note:** If there is no information concerning a possible hydraulic fluid leak at the TRH boot of a TRH, held as spares, that has already logged operating hours since new or general overhaul, comply with paragraph 2.B. of the referenced ASB before you install the TRH on an aircraft.

**4. REFERENCE PUBLICATION:**

EUROCOPTER SA 330 Alert Service Bulletin No. 65.111.  
(Any subsequent approved revision of this ASB is acceptable).

**5. EFFECTIVE DATES:**

**Original issue** : February 28, 2004  
**Revision 1** : April 09, 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 Revision is approved under EASA reference No 2005-2581 dated March 22, 2005.