

	AIRWORTHINESS DIRECTIVE No F-2005-102 R1	Distribution: A	Issue date: August 03, 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: F-2005-102 original issue		
Person in charge of airworthiness: EUROCOPTER		Type(s): AS 350, AS 355 helicopters		
Type certificate(s) No. 84, 168 TCDS No 157, 168				
ATA chapter: 53	Subject: Fuselage - RH cabin vibration damper			

1. EFFECTIVITY:

Helicopters:

- AS 350 B, BA, BB, B1, B2, B3 and F,
- AS 355 E, F, F1, F2 and N,

fitted with blades, all part numbers, all RH cabin vibration dampers, and an automatic flight control system, all design standards.

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

2. REASONS:

This AD is issued following a case of crack occurrence and a case of failure of a cabin vibration damper blade.

For helicopters fitted with an automatic flight control system, in the event of failure of the blade of a cabin vibration damper assembly, the failed part can produce interference with a bellcrank of the flight controls, which could lead to jamming of a flight control.

Revision of this AD:

- covers Revision 1 of the referenced EUROCOPTER AS 350/355 Alert Telexes (ATs) which, in particular, introduces a dye penetrant crack detection inspection as a complementary checking method if in doubt as to the result of the visual check,
- modifies the wording of the AD to make it clearer and to introduce more detailed information stating:
 - in the "Effectivity" paragraph, that all vibration damper blade part numbers and all automatic flight control system design standards are concerned,
 - in paragraph 3.2., the steps to be taken after replacement of the cracked blade.
- introduces an alternative solution (removal of the weights from the RH cabin vibration damper) enabling operators to waive compliance with this AD.



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3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

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

3.1. At the latest at the check after the last flight of the day, then at each check after the last flight of the day, check the visible areas of the blade of the vibration damper, installed on the RH side of the helicopter, for absence of cracks, in compliance with § 2.B.1. of the referenced EUROCOPTER AS 350 or AS 355 Alert Telex (AT), corresponding to the aircraft version.

3.2. If a crack is found:

3.2.1. Before resuming flights, remove the cabin vibration damper which is installed on the RH side of the helicopter. Replace the cracked blade and re-install the vibration damper fitted with a new blade, and adjust the vibration damper in compliance with the instructions specified in § 2.B.1. of the referenced AT, corresponding to the aircraft version.

3.2.2. After replacement of the cracked blade, continue the crack check in compliance with § 3.1. above.

3.3. The requirements described in § 3.1. and § 3.2. above are cancelled, provided that you apply the alternative solution (which consists in removing the weight from the RH cabin vibration damper), in compliance with the instructions specified in § 2.B.2. of the referenced AT, corresponding to the aircraft version.

4. REFERENCE PUBLICATIONS:

EUROCOPTER AS 350 Alert Telex No. 05.00.46 R1
EUROCOPTER AS 355 Alert Telex No. 05.09.46 R1
(Any subsequent approved revision to these ATs is acceptable).

5. EFFECTIVE DATES:

Original edition : Upon receipt of the emergency AD which was issued on June 15, 2005
Revision 1 : August 13, 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 2005-6112 dated July 27, 2005.