

	<b>AIRWORTHINESS DIRECTIVE</b> <b>No F-2005-138</b>	Distribution: <b>A</b>	Issue date: <b>August 03, 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>	
	<p 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>None</b>		
Person in charge of airworthiness: <b>EUROCOPTER</b>		Type(s): <b>EC 225 LP helicopters</b>		
Type certificate(s) No. <b>EASA.R.002</b> TCDS No <b>EASA.R.002</b>				
ATA chapter: <b>67</b>	Subject: <b>Rotor flight controls - Tail servo-control</b>			

### 1. EFFECTIVITY:

EC 225 LP helicopters fitted with tail servo-control P/N SC7252 before amendment A.

### 2. REASONS:

This Airworthiness Directive (AD) is issued following a case of control lever slipping along the shaft of one of the distributors, discovered upon removal of a tail servo-control for repair on an AS 332 helicopter.

The control lever could have totally separated from the distributor shaft, which could lead to the loss of the tail rotor control.


The attaching principle of the control lever/shaft connection of tail servo-control distributors on AS 332 and EC 225 is identical.

Consequently, the purpose of this AD is to eliminate the risk of disconnection of tail servo-control distributor control levers.

### 3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

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

- 3.1. No later than within 110 flying hours, apply the tightening torque in compliance with the instructions specified in § 2.B.2. of EUROCOPTER EC 225 Alert Service Bulletin (ASB) No. 67A001 referenced below.
- 3.2. No later than within a period of 135 to 165 flying hours following implementation of the operations referred to in § 3.1. above, manually check for absence of axial play of the two control levers along the distributor shafts of the tail servo-control, in compliance with the instructions specified in § 2.B.3. of the ASB referenced below.

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**3.3. Tail servo-controls held as spares:**

- Before installation on a helicopter, comply with the instructions specified in § 2.B.2. of the ASB referenced below.

**3.4. Interpretation of the results:**

- In case of play, replace the servo-control before resuming flights, in compliance with the instructions specified in § 2.B.3. of the ASB referenced below.

**4. REFERENCE PUBLICATION:**

EUROCOPTER EC 225 Alert Service Bulletin No. 67A001.  
(Any subsequent approved revision to this ASB is acceptable).

**5. EFFECTIVE DATE:**

On receipt, as from August 03, 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 2005-6118 dated July 27, 2005.