

	AIRWORTHINESS DIRECTIVE No F-2005-137	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>	
	<p align="center">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.</p>			
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: F-2004-197 cancelled by its Revision 1		
Person in charge of airworthiness: EUROCOPTER		Type(s): AS 332 C, C1, L, L1 and AS 332 L2 helicopters		
Type certificate(s) No. 56 TCDS No 127				
ATA chapter: 67	Subject: Rotor flight controls - Tail servo-control			

1. EFFECTIVITY:

AS 332 C, C1, L, L1 and AS 332 L2 helicopters fitted with tail servo-control P/N SC7251 before amendment J or tail servo-control P/N SC7270 before amendment F.

2. REASONS:

The Airworthiness Directive (AD) F-2004-197 was 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.

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

The expert analysis revealed the existence of play which had appeared between the distributor shaft and the control lever.


Consequently, this AD covers the requirements of AD F-2004-197 which is cancelled by its Revision 1, and introduces additional instructions in order 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. Servo-controls having logged more than 535 flying hours since new (TSN):

- 3.1.1.** Unless already carried out in compliance with AD F-2004-197, no later than within the 15 flying hours as from December 28, 2004, the effective date of AD F-2004-197, 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 EUROCOPTER AS 332 Alert Service Bulletin (ASB) No. 67.00.31 referenced below.

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3.1.2. No later than within the 110 flying hours as from the effective date of this AD, apply the tightening torque in compliance with the instructions specified in § 2.B.2. of the ASB referenced below.

3.1.3. No later than within a period of 135 to 165 flying hours following implementation of the operations referred to in § 3.1.2. 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.

3.2. Servo-controls having logged less than 535 flying hours since new (TSN):

3.2.1. At the latest at 550 flying hours since new (TSN), or within the 110 flying hours following the effective date of this AD (the first limit reached is applicable), apply the tightening torque in compliance with the instructions specified in § 2.B.2. of the ASB referenced below.

3.2.2. No later than within a period of 135 to 165 flying hours following compliance with § 3.2.1. 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.

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 AS 332 Alert Service Bulletin No. 67.00.31
(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 2005-6119 dated July 27, 2005.