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| EASA | REVISED EMERGENCY AIRWORTHINESS DIRECTIVE |
|  | <p>EAD No.: 2006 – 0258 R1-E</p> <p>Date: 29 August 2006</p> |
| 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. | |
| Type Approval Holder's Name: EUROCOPTER | Type/Model designation(s): AS 365 N, SA 366 and EC 155 series |
| TCDS Number: DGAC 159 | |
| Foreign AD: Not applicable | |
| Supersedes: EASA EAD 2006-0258-E (original issue was withdrawn) and 2006-0051-E | |
| ATA 64 | Tail Rotor – Tail Gearbox Oil Level and Tail Rotor Pitch Control Rod Bearing Inspection/Replacement |
| Manufacturer(s): | EUROCOPTER (Formerly EUROCOPTER FRANCE – AEROSPATIALE) |
| Applicability: | SA 366 G1, SA 365 N1, AS 365 N2, AS 365 N3, EC 155 B and EC 155 B1 helicopters, all serial numbers. |
| Reason: | <p>This Emergency Airworthiness directive (EAD) is issued following the loss of the tail rotor pitch control on a helicopter during a landing phase. This loss of pitch control is due to significant damage to the bearing of the control rod in the Tail Gear Box (TGB).</p> <p>This EAD supersedes EAD n° 2006-0051-E and introduces the following actions:</p> <ul style="list-style-type: none"> - maintaining TGB oil level at the maximum level, - check of axial play in the tail rotor pitch control rod bearing, in case of metallic particle(s) detected at the TGB magnetic plug. <p>The loss of tail rotor pitch control can lead to the loss of yaw control of the helicopter.</p> <p>The original issue of this EAD was withdrawn as the referenced Alert Service Bulletins had not been issued yet. This revision contains no changes to the original required actions.</p> |

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| Effective Date: | 01 September 2006 |
| Compliance: | <p>The following measures are rendered mandatory from the effective date of this AD:</p> <ol style="list-style-type: none"> During the check after the last flight of the day (ALF-check) or during each flight-related check (15 hours or 7 days), according to the helicopter version, ensure that the TGB oil level is at the maximum level, in compliance with the instructions given in paragraph 2.B.1. of the referenced EUROCOPTER Alert Service Bulletins (ASB) corresponding to the helicopter version. For TGBs not equipped with a magnetic plug with electrical indicating: <p>At the latest at the next scheduled check of the magnetic plug, following the effective date of this AD and then every 25 flying hours,</p> <p>Ensure that there are no chips at the magnetic plug, in compliance with the instructions given in paragraph 2.B.2. of the referenced ASBs, corresponding to the helicopter version.</p> <ol style="list-style-type: none"> If there are no chips, resume flights. If there are chips, take the measures to be applied after chip detection at the magnetic plug, in compliance with the instructions given in paragraph 2.B.2.b) of the referenced ASBs corresponding to the helicopter version. <ol style="list-style-type: none"> If the quantity of chips is above the removal criteria, replace the TGB with a TGB in airworthy condition. If the quantity of chips is below the removal criteria, carry out a tactile check for absence of axial play in the Tail Rotor Hub (TRH) pitch change spider, in compliance with the instructions given in paragraph 2.B.2.b.2) of the referenced ASBs, corresponding to the helicopter version. <ol style="list-style-type: none"> If there is no axial play in the TRH pitch change spider, resume flights. If axial play is found in the TRH pitch change spider, replace the bearing of the pitch control rod, in compliance with the instructions given in paragraph 2.B.2.b.2) of the referenced ASBs, corresponding to the helicopter version. For TGBs equipped with a magnetic plug with electrical indicating: <p>At the latest at the next scheduled check of the magnetic plug, or after illumination of the TGB "CHIP" warning light, following the effective date of this AD, and then every 100 flying hours and after each illumination of the TGB "CHIP" warning light,</p> <p>Ensure that there are no chips at the magnetic plug, in compliance with the instructions given in paragraph 2.B.2. of the referenced ASBs, corresponding to the helicopter version.</p> <ol style="list-style-type: none"> If there are no chips, resume flights. |

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| | <p>3.2. If there are chips, take the measures to be applied after chip detection at the magnetic plug, in compliance with the instructions given in paragraph 2.B.2.b) of the referenced ASBs, corresponding to the helicopter version.</p> <p>3.2.1. If the quantity of chips is above the removal criteria, replace the TGB with a TGB in airworthy condition.</p> <p>3.2.2. If the quantity of chips is below the removal criteria, carry out a tactile check for absence of axial play in the TRH pitch change spider, in compliance with the instructions given in paragraph 2.B.2.b.2) of the referenced ASBs corresponding to the helicopter version.</p> <p>3.2.2.1. If there is no axial play in the TRH pitch change spider, resume flights.</p> <p>3.2.2.2. If axial play is found in the TRH pitch change spider, replace the bearing of the pitch change control rod, in compliance with the instructions given in paragraph 2.B.2.b.2) of the referenced ASBs, corresponding to the helicopter version.</p> |
| Ref. Publications: | <p>EUROCOPTER AS 365 Alert Service Bulletin No. 05.00.54, or EUROCOPTER AS 366 Alert Service Bulletin No. 05.37, or EUROCOPTER EC 135 Alert Service Bulletin No. 05A015, as applicable, or any approved revisions.</p> |
| Remarks: | <p>1. If requested, the appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD.</p> <p>2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification.</p> <p>3. Enquiries regarding this AD should be addressed to AD Focal Point, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu.</p> <p>4. For any questions concerning the technical content of the requirements in this AD, please contact: EUROCOPTER (STDI) - Aéroport de Marseille Provence 13725 Marignane Cedex – France; Tel.: 33 (0) 4 42 85 97 97 - Fax: 33 (0) 4 42 85 99 66; E-mail: Directive.technical-support@eurocopter.com.</p> |