


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2008-0147-E</p> <p>Date: 01 August 2008</p> <p>Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation</p>
This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].	
Type Approval Holder's Name : Eurocopter	Type/Model designation(s) : 365 N, SA 366 and EC 155 helicopters
TCDs Number : France No. 159	
Foreign AD : Not applicable	
Supersedure : This AD supersedes EASA AD 2006-0258R1-E dated 29 August 2006.	
ATA 05, 65	Tail Rotor Drive Shaft Gearbox (TGB) Oil Level and Tail Rotor Pitch Control Rod Bearing – Inspection / Replacement
Manufacturer(s):	Eurocopter (Formerly Eurocopter France; Aerospatiale)
Applicability:	SA 365 N1, AS 365 N3, AS 365 N3, SA 366 G1, EC 155 B and EC 155 B1 helicopters, all serial numbers.
Reason:	<p>In early 2006, a report was received concerning the loss of the tail rotor pitch control on a helicopter during a landing phase. Investigation showed that this loss of pitch control was due to significant damage to the bearing of the control rod in the Tail Gearbox (TGB). The loss of tail rotor pitch control can lead to the loss of yaw control of the helicopter. On 20 February 2006, EASA issued Emergency AD 2006-0051-E to address this unsafe condition, which was subsequently superseded by Emergency AD 2006-0258R1-E dated 29 August 2006. That AD required the affected operators to maintain the TGB oil level at the maximum and to check the axial play in the tail rotor pitch control rod bearing, each time metallic particles were detected at the TGB magnetic plug.</p> <p>Since AD 2006-0258R1-E was issued, another AS 365 N3 helicopter has experienced loss of yaw control due to deterioration of the control rod bearing, with a damage mode similar to the previous case. Based on this, Eurocopter has concluded that a repetitive check for absence of axial play in the pitch control rod bearing is necessary to ensure safety of flight and a new procedure has been developed and published in revised Alert Service Bulletins (ASB) AS365 N° 05.00.54, SA366 N° 05.37 and EC155 N° 05A015, respectively. In addition, for 365 N helicopters only, the interval for checking the TGB oil level has been revised from 'after the last flight of the day' (ALF check) to 10 flight hours (FH).</p> <p>For the reasons described above, this new EASA Emergency AD retains the requirements of Emergency AD 2006-0258R1-E, which is superseded, and requires the implementation of the additional and revised inspection and corrective actions as described in the revised Eurocopter ASB, as applicable to each helicopter model.</p>

Effective Date:	05 August 2008
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) - For SA 365 N1, AS 365 N2 and AS 365 N3 helicopters:</p> <p>Within 10 FH after the effective date of this AD, and thereafter at intervals not to exceed 10 FH, accomplish an oil level check in accordance with the instructions of paragraph 2.B.1 of Eurocopter ASB AS365 N° 05.00.54 Revision 1 (the ASB).</p> <p>- For SA 366 G1, EC 155 B and EC 155 B1 helicopters:</p> <p>After the effective date of this AD, during each ALF check and during each flight-related check (15 FH or 7 days, whichever occurs first), accomplish an oil level check in accordance with the instructions of paragraph 2.B.1 of Eurocopter ASB SA366 N° 05.37 or EC155 N° 05A015, both at Revision 1 (the ASB), as applicable to helicopter version.</p> <p>(2) Within 50 FH after the effective date of this AD, and thereafter at intervals not to exceed 110 FH, check for play in the double bearing of the TGB control rod/shaft assembly in accordance with the instructions of paragraph 2.B.3 of the ASB, as applicable to helicopter version. If play is detected, before next flight, accomplish the corrective actions in accordance with the instructions of paragraph 2.B.3.b) of the ASB, as applicable to helicopter version.</p> <p>(3) Within 10 days after each check as required by paragraph 2 of this AD when play is detected, report the results to Eurocopter in accordance with the instructions of paragraph 2.B.3.b) of the ASB, as applicable to helicopter version.</p> <p>(4) For TGBs not equipped with a magnetic plug with electrical indicating:</p> <p>At the next scheduled check of the magnetic plug after the effective date of this AD, and thereafter at intervals not to exceed 25 FH, verify that there are no chips at the magnetic plug in accordance with the instructions of paragraph 2.B.2 of the ASB, as applicable to helicopter version. If chips are detected, before next flight, accomplish the corrective actions in accordance with the instructions of paragraph 2.B.2.b) of the ASB, as applicable to helicopter version.</p> <p>(5) For TGBs equipped with a magnetic plug with electrical indicating:</p> <p>At the next scheduled check of the magnetic plug, or after illumination of the TGB "CHIP" warning light, whichever occurs first after the effective date of this AD, and thereafter upon each event of illumination of the TGB "CHIP" warning light, verify that there are no chips at the magnetic plug, in accordance with the instructions of paragraph 2.B.2 of the ASB, as applicable to helicopter version. If chips are detected, before next flight, accomplish the corrective actions in accordance with the instructions of paragraph 2.B.2.b) of the ASB, as applicable to helicopter version.</p> <p>(6) Accomplishment of corrective actions does not constitute terminating action for the repetitive inspection requirements of this AD.</p>
Ref. Publications:	<p>Eurocopter AS365 ASB N° 05.00.54 Revision 1 dated 31 July 2008. Eurocopter SA366 ASB N° 05.37 Revision 1 dated 31 July 2008. Eurocopter EC155 ASB N° 05A015 Revision 1 dated 31 July 2008.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<p>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance 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 referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA; E-mail: ADs@easa.europa.eu.</p> <p>4. For any question concerning the technical content of the requirements in this AD, please contact: EUROCOPTER (STDI) - Aéroport de Marseille Provence 13725 Marignane Cedex, France. Telephone +33 (0) 4 42 85 97 97, Fax +33 (0) 4 42 85 99 66 E-mail: Directive.technical-support@eurocopter.com.</p>
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