


<b>EASA</b>	<b>EMERGENCY AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2008-0195-E</b></p> <p><b>Date: 23 October 2008</b></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>
<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].</p>	
<p><b>Type Approval Holder's Name :</b></p> <p>EUROCOPTER</p>	<p><b>Type/Model designation(s) :</b></p> <p>AS 365 helicopters</p>
TCDS Number :	France No. 159
Foreign AD :	Not applicable
Supersedure :	None
<b>ATA 34</b>	<b>Navigation - Vertical Gyro Unit Data Output – Operational Limitation / Operational Procedure</b>
Manufacturer(s):	Eurocopter (formerly Eurocopter France, Aerospatiale).
Applicability:	AS 365 N3 helicopters, all serial numbers, equipped with the vertical gyro units GV76-1 installed on the rear left hand (LH) rack, performing flight in IMC conditions (Instrumental Meteorological Conditions), IFR (Instrumental Flight Rules) or night VFR (Visual Flight Rules).
Reason:	<p>On a AS 365 N3 helicopter, a slow drift in the roll axis was simultaneously noted in flight on the pilot's and copilot's horizons of the flight control displays. As this drift was in the same direction and at the same rate, the automatic flight control system and the display system indicated no deviation to the flight crew.</p> <p>Investigation has shown that only AS 365 N3 helicopters equipped with vertical gyros GV76-1 installed on the rear rack of the helicopter are concerned by the drift.</p> <p>Considering that vertical gyro units process roll as well as pitch data, simultaneous drift in both GV76-1 units may occur on both axes (roll and pitch), independently or at the same time, which constitutes an unsafe condition.</p> <p>Pending the availability of a corrective action aimed at precluding any risk of drift on the pilots' horizons occurring at the same time and in the same direction, this AD mandates an operational limitation and an operational procedure for all flights in IMC (IFR) or night VFR.</p>
Effective Date:	27 October 2008

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, from the effective date of this AD:</p> <ol style="list-style-type: none"> <li>1. Flight in IMC or night VFR is prohibited if one or more of the following equipments: the autopilot channels, the flight coupler and the stand by horizon is/are not fully operative.</li> <li>2. If the autopilot channels, the flight coupler and the stand-by horizon are fully operative in both the single-pilot and the two-pilot configuration, the operational procedure described in paragraph 2.B. of Eurocopter Emergency Alert Service Bulletin (EASB) No. 01.00.61 must be accomplished at intervals not exceeding 5 flying minutes during the flight phases in IMC conditions (IFR) or night VFR without visible horizon.</li> <li>3. Compliance with this AD may be recorded by inserting a copy of this AD into Section 4-8 "Special operating procedure" of the Rotorcraft Flight Manual.</li> </ol>
<p>Ref. Publications:</p>	<p>Eurocopter AS 365 N3 EASB No. 01.00.61 Revision 0 dated 23 October 2008.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. The safety assessment requested to implement the full consultation process and an immediate publication and notification.</li> <li>3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA. E-mail: <a href="mailto:os@easa.europa.eu">os@easa.europa.eu</a>.</li> <li>4. For any questions concerning the technical content of the requirements of this AD, please contact Eurocopter (EOL) - Hélicoptère Marseille Provence, 11725 Marseille Cedex 12, France Telephone +33 (0) 4 42 85 97 97, Fax +33 (0) 4 42 85 99 66 E-mail: <a href="mailto:Direction.technical-support@eurocopter.com">Direction.technical-support@eurocopter.com</a>.</li> </ol>

SUPERSEDED