


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2008-0204-E</p> <p>Date: 04 December 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>
<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>	
Type Approval Holder's Name :	Type/Model designation(s) :
Eurocopter	365 N series helicopters
TCDS Number :	France No.159
Foreign AD :	Not applicable
Supersedure :	This AD supersedes EASA Emergency AD 2008-0110-E dated 06 June 2008.
ATA 55	Stabilizers – Never-Exceed Speed (VNE) and Rate-of-Descent (R/D) – Limitations
Manufacturer(s):	Eurocopter, Eurocopter France, Société Nationale Industrielle Aerospatiale (SNIAS)
Applicability:	SA 365 N, SA 365 N1, AS 365 N2 and AS 365 N3 helicopters, all serial numbers.
Reason:	<p>Eurocopter has received some reports of failed horizontal stabilizers on recently delivered AS 365 N3 helicopters. The failures occurred during acceptance test and training flights as part of the demonstration of the never-exceed speed (VNE) and resulted into in-flight separation and loss of the failed sections. In each case, the helicopters succeeded in returning to base with no further problems.</p> <p>To ensure the safety of flight and people on the ground, EASA issued Emergency AD 2008-0110-E to require the introduction of a never-exceed speed (VNE) limitation for helicopters with certain Part Number (P/N) horizontal stabilizers.</p> <p>Tests conducted on the helicopter and in the laboratory have revealed that the reported incidents were due to a vibration phenomenon that may arise in the descent flight phases at high speed, regardless of the stabilizer definition.</p> <p>Eurocopter is developing an improvement that is expected to solve this problem.</p> <p>Pending the availability of a final solution as a result of further studies and to ensure continued flight safety and the safety of people on the ground, this new EASA AD retains the requirements of AD 2008-0110-E, which is superseded, expands the applicability of the VNE limitation to all 365N helicopters, regardless of P/N horizontal stabilizers installed and in addition requires the implementation of a -1500 ft/min Rate of Descent (R/D) limitation beyond 140 knots Indicated Air Speed (IAS).</p>

	<p>Considering that the stabilizer assembly procedure on SA 366 G1 helicopters modifies the dynamic behaviour of the stabilizer, it has been concluded that the unsafe condition addressed by this AD does not exist on that helicopter and consequently, the SA 366 G1 has been deleted from the applicability of this AD.</p> <p>As a result, the VNE limitation as required by EASA AD 2008-0110-E can be removed from those helicopters.</p>
Effective Date:	08 December 2008
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> Before next flight after 07 June 2008 [the effective date of AD 2008-0110-E], in accordance with the instructions of Eurocopter Alert Service Bulletin (ASB) 01.00.60, accomplish the following: <ul style="list-style-type: none"> Amend the Rotorcraft Flight Manual (RFM) to include a VNE of 150 Knots IAS. This may be accomplished by inserting a copy of this AD into the RFM. Install one or more labels (placards) on the cockpit instrument panel, in full view of the pilot and co-pilot, as specified in Eurocopter ASB 01.00.60, paragraph 2B, Figure 1, Item 1. Before next flight after the effective date of this AD, in accordance with the instructions of Eurocopter ASB 01.00.60 Revision 1, accomplish the following: <ul style="list-style-type: none"> Amend the Rotorcraft Flight Manual (RFM) to include a -1500 feet/minute rate of descent (R/D) limitation beyond 140 knots. This may be accomplished by inserting a copy of this AD into the RFM. Install one or more labels (placards) on the cockpit instrument panel, in full view of the pilot and co-pilot, as specified in Eurocopter ASB 01.00.60 Revision 1, paragraph 2B, Figure 1, Item 2.
Ref. Publications:	<p>Eurocopter ASB 01.00.60 dated 06 June 2008 and ASB 01.00.60 Revision 1 dated 02 December 2008.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 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 (4) 12 85 97 97; facsimile +33 (4) 85 99 66; E-mail: Directive.technical-support@eurocopter.com