


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE	
	AD No.: 2009-0241-E [Correction: 10 December 2009]	
	Date: 05 November 2009 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	
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 AD. 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) : SA365 and AS365 helicopters	
TCDS Number : DGAC France No. 159		
Foreign AD : Not applicable		
Supersedure : This AD supersedes EASA AD 2008-0195-E dated 23 October 2008		
ATA 34	Navigation - Vertical Gyro Unit Data Output - Operational Limitation / Operational procedure	
Manufacturer(s):	Eurocopter (former Eurocopter France, Aerospatiale)	
Applicability:	SA365 N1, AS365 N2 and N3 helicopters, all serial numbers flying in IMC (Instrumental Meteorological Conditions), IFR (Instrument Flight Rules) or Night VFR (Visual Flight Rules) conditions, if equipped with the vertical gyro units GV 76-1 installed on the rear left-hand (LH) or the rear right-hand (RH) rack.	
Reasons	<p>A slow drift in the roll axis on the pilot's and co-pilots' horizon of the flight control display occurred simultaneously during a flight of an AS365 N3 helicopter.</p> <p>Investigation had shown that only AS365 N3 helicopters equipped with vertical gyros GV76-1 installed on the rear rack of the helicopter were possibly 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), which would constitute 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, EASA AD 2008-0195-E mandated an operational limitation and an operational procedure for all flights in IMC (IFR) or night VFR.</p> <p>Since the issuance of the AD, some new cases of slow drift in the roll axis on the pilot's and co-pilot's horizons have been reported on helicopters with a configuration other than the one identified in EASA AD-2008-0195-E.</p>	

	<p>For the reasons described above, this AD extends the applicability of AD 2008-0195-E, which is superseded, to SA365 N1 and AS 365 N2 helicopters and to any SA365 N1, AS 365 N2 and N3 helicopter equipped with a vertical gyro unit GV76-1 installed on the rear RH rack.</p> <p>This AD correction is issued to correct an helicopter model in the AD applicability (it was AS365 N1, it is SA365 N1) and to clarify a statement in the Reason section of this AD.</p>
Effective Date:	07 November 2009
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) If one of the following equipments: the autopilot channels, the flight coupler and the stand-by horizon is/are not fully operational, any flight in IMC or Night VFR condition is prohibited.</p> <p>(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 phase in IMC conditions (IFR) or night VFR without visible horizon.</p> <p>(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.</p>
Ref. Publications:	<p>Eurocopter EASB AS365 No. 01.00.61 Revision 1 dated 26 October 2009.</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"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification. 3. Enquiries regarding this AD should be referred to the Airworthiness Directive, Safety, Management & Research Section, Certification Directorate, EASA. E-mail: ADS@easa.europa.eu. 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.