


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2011-0143</b></p> <p><b>Date: 26 July 2011</b></p> <p>Note: This 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>315, 316, 318 and 319 helicopters</p>	
<p>TCDS Number : EASA.R.123 and EASA.R.124</p>		
<p>Foreign AD : Not Applicable</p>		
<p>Supersedure: None</p>		
<b>ATA 65</b>	<b>Tail Rotor Drive – Free-Wheel Cage – Inspection / Replacement</b>	
<p>Manufacturer(s): Eurocopter (formerly Eurocopter France, Aérospatiale, Sud Aviation)</p>		
<p>Applicability: SA 315 B, SE 3160, SA 316 B, SA 316 C, SA 3180, SA 318 B, SA 318 C and SA 319 B helicopters, all serial numbers.</p>		
<p>Reason:</p> <p>During autorotation in-flight training, a pilot experienced a heavy jerk in the yaw control at the time of resynchronization. The free-wheel assembly of the helicopter had been replaced shortly before this flight.</p> <p>Internal inspection of the free-wheel assembly revealed incorrect positioning of the roller drive pocket recesses on the cage. The subsequent off-setting limits the travel of the roller on its ramp and can cause, under high torque condition, free-wheel slippage.</p> <p>This condition, if not detected and corrected, could lead to a temporary loss of rotor driving liable to jeopardize flight safety especially in phases of flight close to the ground.</p> <p>For the reasons described above, this EASA AD requires the inspection of the free-wheel cage and corrective action, depending on findings.</p>		
<p>Effective Date: 09 August 2011</p>		

<p>Required action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 5 months or 110 flight hours, whichever occurs first after the effective date of this AD, accomplish the following actions:</p> <p>(1.1) Determine whether a free-wheel assembly (any part number) is installed that has been overhauled between 15 October 2003 and 23 March 2011. Free-wheels whose Log Card mentions the Eurocopter Letter No. 245 to Repair Stations are not affected by this AD.</p> <p>(1.2) If an affected free-wheel is installed, inspect the cage of the free-wheel in accordance with the instructions of § 3.B of the Eurocopter Alert Service Bulletin (ASB) SA 315B No 65.48, or ASB SE 3160, SA 316B, SA 316C, SA 319B, SA 3180, SA 318B and SA 318C No 65.149, as applicable to helicopter model.</p> <p>(2) If during the inspection as required by paragraph (1) of this AD, a free-wheel cage of incorrect design is found to be installed, before next flight, replace the affected free-wheel cage by a serviceable one, in accordance with the instructions of § 3.B of the Eurocopter ASB SA 315B No 65.48 or ASB SE 3160, SA 316B, SA 316C, SA 319B, SA 3180, SA 318B and SA 318C No 65.149, as applicable to helicopter model.</p> <p>(3) From the effective date of this AD, do not install an affected free-wheel on a helicopter, unless its cage has passed the inspection in accordance with the instructions of § 3.B of the Eurocopter ASB SA 315B No 65.48 or ASB SE 3160, SA 316B, SA 316C, SA 319B, SA 3180, SA 318B and SA 318C No 65.149, as applicable to helicopter model.</p>
<p>Ref. Publications:</p>	<p>Eurocopter ASB SA 315B No 65.48 original issue, dated 23 March 2011;</p> <p>Eurocopter ASB SE 3160, SA 316B, SA 316C, SA 319B, SA 3180, SA 318B and SA 318C ASB No 65.149 original issue, dated 23 March 2011;</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks :</p>	<p>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</p> <p>2. This AD was posted on 08 June 2011 as PAD 11-060 for consultation until 06 July 2011. The Comment Response Documents can be found at <a href="http://ad.easa.europa.eu/">http://ad.easa.europa.eu/</a></p> <p>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</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: <a href="mailto:Directive.technical-support@eurocopter.com">Directive.technical-support@eurocopter.com</a>.</p>