


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2006 - 0101</b></p> <p><b>Date: 24 April 2006</b></p>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.		
<b>Type Approval Holder's Name:</b>	<b>Type/Model designation(s):</b>	
EUROCOPTER	AS 365 N, SA 366 and EC 155 helicopters	
TCDS Number : France 159		
Foreign AD: None		
Supersedure: DGAC AD F-2004-023R1 (EASA Approval No. 2004-11117)		
<b>ATA: 63</b>		
<b>Rotor Drive(s) – Check of Main Gearbox (MGB) Base Plate</b>		
<b>Manufacturer(s):</b>	EUROCOPTER (formerly EUROCOPTER FRANCE, AEROSPATIALE)	
<b>Applicability:</b>	<p>EUROCOPTER helicopters:</p> <ul style="list-style-type: none"> <li>- SA 365 N and N1,</li> <li>- SA 366 G1,</li> <li>- AS 365 N2 and N3,</li> <li>- EC 155 B and B1.</li> </ul> <p style="margin-left: 150px;">All serial numbers, equipped with a main gearbox (MGB) base plate before embodiment of MOD 0763C45.</p>	
<b>Reason:</b>	<p>This Airworthiness Directive (AD) is issued following the discovery of a crack in the MGB base plate of an AS 365 N2 helicopter. The crack was detected in the MGB base plate web, in the immediate vicinity of the attachment of one of the laminated pads, and runs to the inside of the MGB base plate and then on the MGB casing.</p> <p>In time, the growth of the crack can lead to the loss of the rotor-to-structure transfer function.</p> <p>This AD supersedes DGAC AD F-2004-023R1, covers Revision 1 of the referenced EUROCOPTER Alert Service Bulletins (ASB), corresponding to the helicopter version, and informs you that embodiment of MOD 0763C45 cancels compliance with the instructions given in this AD.</p>	

Effective Date:	05 May 2006
Compliance:	<p>The following actions are mandatory as from February 6, 2004, the effective date of the original issue of AD F-2004-023.</p> <p><b>Note:</b> The MGB base plate is not a part that is to be followed up in service, except for EC 155 B and B1 helicopter versions. It is therefore not possible – except for EC 155 B and B1 versions – to follow up the cycles specific to this part on overhauled or repaired MGBs on which the base plate may have been replaced during overhaul or repair of the MGB.</p> <p><b>1.</b> On SA 365 N, N1 and SA 366 G1 helicopter versions:</p> <p><b>1.1.</b> Equipped with an MGB that has logged less than 9,900 cycles and has never been overhauled or repaired:</p> <ul style="list-style-type: none"> <li>- Comply with paragraph 2.B. of the referenced ASB, corresponding to the helicopter version, at the latest at 9,900 cycles, then every 55 flying hours.</li> </ul> <p><b>1.2.</b> Equipped with an MGB that has logged 9,900 cycles or more and has never been overhauled or repaired:</p> <ul style="list-style-type: none"> <li>- If compliance with paragraph 2.B. of the referenced ASB, corresponding to the helicopter version, has never been ensured: Comply with paragraph 2.B. of the referenced ASB, corresponding to the helicopter version, at the latest at the ALF-check (check after the last flight of the day), then every 55 flying hours.</li> <li>- If compliance with paragraph 2.B. of the referenced ASB, corresponding to the helicopter version, has been ensured in accordance with the original edition of AD F-2004-023: Comply with paragraph 2.B. of the referenced ASB, corresponding to the helicopter version, no later than within 55 flying hours following last compliance, then every 55 flying hours.</li> </ul> <p><b>1.3.</b> Equipped with a newly overhauled or newly repaired MGB:</p> <ul style="list-style-type: none"> <li>- If compliance with paragraph 2.B. of the referenced ASB, corresponding to the helicopter version, has never been ensured: Comply with paragraph 2.B. of the referenced ASB, corresponding to the helicopter version, at the latest at the ALF-check (check after the last flight of the day), then every 55 flying hours.</li> <li>- If compliance with paragraph 2.B. of the referenced ASB, corresponding to the helicopter version, has already been ensured in accordance with the original edition of AD F-2004-023:</li> </ul>

Comply with paragraph 2.B. of the referenced ASB, corresponding to the helicopter version, no later than within 55 flying hours following last compliance, then every 55 flying hours.

**2. On AS 365 N2 and N3 helicopter versions:**

**2.1. Equipped with an MGB that has logged less than 7,300 cycles and has never been overhauled or repaired:**

Comply with paragraph 2.B. of referenced AS 365 N ASB, at the latest at 7,300 cycles, then every 55 flying hours.

**2.2. Equipped with an MGB that has logged 7,300 cycles or more and has never been overhauled or repaired:**

- If compliance with paragraph 2.B. of referenced AS 365 N ASB has never been ensured:

Comply with paragraph 2.B. of referenced AS 365 N ASB, at the latest at the ALF-check (check after the last flight of the day), then every 55 flying hours.

- If compliance with paragraph 2.B. of referenced AS 365 N ASB has already been ensured in accordance with the original edition of AD F-2004-023:

Comply with paragraph 2.B. of referenced AS 365 N ASB, no later than within 55 flying hours following last compliance, then every 55 flying hours.

**2.3. Equipped with a newly overhauled or newly repaired MGB:**

- If compliance with paragraph 2.B. of referenced AS 365 N ASB has never been ensured:

Comply with paragraph 2.B. of referenced AS 365 N ASB, at the latest at the ALF-check (check after the last flight of the day), then every 55 flying hours.

- If compliance with paragraph 2.B. of referenced AS 365 N ASB has already been ensured in accordance with the original edition of AD F-2004-023:

Comply with paragraph 2.B. of referenced AS 365 N ASB, no later than within 55 flying hours following last compliance, then every 55 flying hours.

**3. On EC 155 B and B1 helicopter versions:**

**3.1. Equipped with an MGB base plate that has logged less than 2,600 cycles:**

Comply with paragraph 2.B. of referenced EC 155 ASB, at the latest at 2,600 cycles, then every 15 flying hours.

	<p><b>3.2.</b> Equipped with an MGB base plate that has logged 2,600 cycles or more:</p> <ul style="list-style-type: none"> <li>- If compliance with paragraph 2.B. of referenced EC 155 ASB has never been ensured:  Comply with paragraph 2.B. of referenced EC 155 ASB, at the latest at the ALF-check (check after the last flight of the day), then every 15 flying hours.</li> <li>- If compliance with paragraph 2.B. of referenced EC 155 ASB has already been ensured in accordance with the original edition of AD F-2004-023:  Comply with paragraph 2.B. of referenced EC 155 ASB, no later than within 15 flying hours following last compliance, then every 15 flying hours.</li> </ul> <p><b>4.</b> Before installation on an aircraft, of an MGB held as spares, take the actions stipulated in paragraph 1. or 2. or 3. above according to the helicopter version.</p>
Ref. Publications:	<p>EUROCOPTER AS 365 N Alert Service Bulletin No. 05.00.45 R1. EUROCOPTER SA 366 Alert Service Bulletin No. 05.29 R1. EUROCOPTER EC 155 Alert Service Bulletin No. 05A005 R1. or later approved revisions.</p>
Remarks:	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Method of Compliance (AMOCs) for this AD.</li> <li>2. This AD was posted as PAD 06-062 for consultation on 15 March 2006 with a comment period until 31 March 2006. No comment was raised during the consultation period.</li> <li>3. Enquiries regarding this Airworthiness Directive should be referred to Mr. M. Capaccio, Airworthiness Directive Focal Point - Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.eu.int">ADs@easa.eu.int</a></li> <li>4. For any questions concerning the technical content of the requirements in this AD, please contact: EUROCOPTER (STXI) - Aéroport de Marseille Provence 13725 Marignane Cedex - France. Tel: 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></li> </ol>