


EASA	AIRWORTHINESS DIRECTIVE	
	<p style="text-align: center;">AD No.: 2006 - 0247</p> <p style="text-align: center;">Date: 22 August 2006</p>	
<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.</p>		
<p>Type Approval Holder's Name: EUROCOPTER</p>	<p>Type/Model designation(s): AS 350 Helicopters</p>	
<p>TCDS Number: EASA.R.008</p>		
<p>Foreign AD: Not applicable.</p>		
<p>Supersedes: DGAC AD F-2004-196, EASA approval 2004-12557</p>		
ATA 67	Rotor Flight Controls – Tail Servo-Control	
<p>Manufacturer(s):</p>	<p>EUROCOPTER (formerly EUROCOPTER-FRANCE, AEROSPATIALE)</p>	
<p>Applicability:</p>	<p>EUROCOPTER AS 350 B3 helicopters fitted with a GOODRICH tail servo-control P/No. SC5071-XX or SC5072, except:</p> <ul style="list-style-type: none"> - tail servo-controls P/No. SC5072 with a serial number equal to or above 1372, - tail servo-controls overhauled or repaired in compliance with GOODRICH Service Bulletin No. SC507X-67-39-01-3, - tail servo-controls having never been removed since the delivery of a new aircraft. <p><u>Note:</u> This Airworthiness Directive (AD) is intended for maintenance personnel and crews.</p>	
<p>Reason:</p>	<p>This AD is issued following a case of restricted travel of the LH pedal felt by a pilot. In an autorotation flight at VNE, this restricted travel could lead to side-slip of the helicopter.</p> <p>This AD covers the conversion of EUROCOPTER AS 350 Alert Telex No. 67-00-30 into an Alert Service Bulletin (ASB) with the same reference number and with no change to the technical content.</p> <p>This AD supersedes DGAC AD No. F-2004-196 and introduces no additional requirement.</p>	

Effective Date:	01 September 2006
Compliance:	<p>The following measures are mandatory as from December 28, 2004, the effective date of DGAC AD No. F-2004-196:</p> <ol style="list-style-type: none"> 1. Intentional auto-rotation flight is prohibited until the tail servo-control has been checked in compliance with the instructions specified in paragraph 2.B.2.a or 2.B.2.b of referenced EUROCOPTER AS 350 ASB No. 67.00.30. 2. No later than within 50 flying hours: <ol style="list-style-type: none"> 2.1. Helicopters not fitted with an Automatic Flight Control System: Comply with the instructions specified in paragraph 2.B.2.a. of the referenced ASB. 2.2. Helicopters fitted with an Automatic Flight Control System: Comply with the instructions specified in paragraph 2.B.2.b. of the referenced ASB. 2.3. Should you detect any non-compliant tail servo-control when complying with paragraph 2.B.6. of the referenced ASB, install a tail servo-control in compliance with the instructions specified in paragraph 2.B.2. of the referenced ASB. 3. Before installation on a helicopter of a tail servo-control held as spares: comply with the instructions specified in paragraph 2.B.6 of the referenced ASB.
Ref. Publications:	EUROCOPTER AS 350 Alert Service Bulletin No. 67.00.30 or later approved revisions.
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. This AD was posted as PAD 06-162 for consultation on 28 June 2006 with a comment period until 14 July 2006. No comments were received during the consultation period. 3. Enquiries regarding this AD should be addressed to Mr. M. Capaccio, AD Focal Point, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu 4. For any questions concerning the technical content of the requirements in this AD, please contact: EUROCOPTER (STDI) - 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: Directive.technical-support@eurocopter.com