


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2012-0067</p> <p>Date: 24 April 2012</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>Type Approval Holder's Name : EUROCOPTER</p>	<p>Type/Model designation(s) : SA 365 N and AS 365 N helicopters</p>	
<p>TCDS Number:</p>	<p>France No. 159</p>	
<p>Foreign AD:</p>	<p>Not applicable</p>	
<p>Supersedure:</p>	<p>This AD supersedes DGAC France AD F-2004-116 (EASA approval 2004-7515) dated 21 July 2004.</p>	
<p>ATA 64</p>	<p>Tail Rotor – Tail Rotor Blade Monitoring and Limitations</p>	
<p>Manufacturer(s):</p>	<p>Eurocopter, formerly Eurocopter France, Aerospatiale</p>	
<p>Applicability:</p>	<p>Eurocopter SA 365 N1, AS 365 N2 and AS 365 N3 helicopters, all serial numbers, if equipped with tail rotor blades Part number (P/N) 365A33-2131 all dash numbers, P/N 365A12-0010 all dash numbers or P/N 365A12-0020 all dash numbers.</p>	
<p>Reason:</p>	<p>In 2003, the fatigue failure of the Kevlar tie bar of a blade was reported, which resulted in an accident, due to the loss of the anti-torque function.</p> <p>To address this unsafe condition, DGAC France issued AD 2003-155, which also retained the requirements of DGAC France AD 1988-153-023 R5 and AD 2002-509, which were superseded, concerning the periodic blade skin debonding check.</p> <p>Since AD 2003-155 was issued, two further cases of skin debonding on tail rotor blades operated in hot climatic conditions or in tropical and damp atmosphere were reported. The results of the subsequent investigations prompted DGAC France to issue AD F-2004-116 (EASA approval 2004-7515), which retained the requirements of DGAC France AD F-2003-155, which was superseded, requiring more intensive monitoring of for blades operated in normal climatic conditions, and introducing monitoring of blades operated in hot climatic conditions or in tropical and damp atmosphere.</p> <p>Since AD F-2004-116 was issued, Eurocopter has updated AS365 Alert Service Bulletin (ASB) No. 05.00.17 to Revision 2, to harmonize and simplify the checks and tapping-tests on the blades.</p> <p>For the reason described above, this EASA AD retains the requirements of</p>	

	DGAC France AD F-2004-116, which is superseded, and specifies that the latest revision of the ASB is to be used. This AD only allows installation of tail rotor blades, provided they are inspected in accordance with the requirements of this AD.													
Effective Date:	08 May 2012													
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) At the next after-last-flight of the day (ALF) check from 21 of July 2004 [the effective date of DGAC France AD F-2004-116] and thereafter at intervals not to exceed 10 flight hours (FH), visually inspect the tail rotor blades, regardless of the climatic operating conditions, in accordance with the instructions of paragraph (§) 2.B.1 of Eurocopter AS365 Alert Service Bulletin (ASB) No. 05.00.17 Revision 2 (hereafter referred to as 'the ASB'). (2) Within 100 FH after 21 of July 2004 [the effective date of DGAC France AD F-2004-116] and, thereafter, at intervals not to exceed 100 FH, inspect the clearance between the tail rotor blade and the fenestron duct in accordance with the instructions of § 2.B.3 of the ASB. (3) Within 10 FH (when operated in hot climatic conditions or tropical and damp atmosphere) or 25 FH (when operated in any other climatic conditions) from the last tapping-test as required by DGAC France AD F-2004-116, and thereafter within the intervals not exceeding those specified in Table 1 of this AD, as applicable, accomplish tapping-tests on each tail rotor blade in accordance with the instructions of § 2.B.2 of the ASB. (4) If during any inspection as required by paragraphs (1), (2) and (3), discrepancies are detected within the compliance time as specified in the ASB, as applicable, depending on findings, accomplish the applicable corrective actions. Accomplishment of corrective actions as required by this paragraph does not constitute terminating action for the repetitive actions required by paragraphs (1) (2) and (3) of this AD. <p style="text-align: center;">Table 1</p> <table border="1"> <thead> <tr> <th>Blade operating conditions</th> <th>Affected blades</th> <th>Tap Test interval</th> </tr> </thead> <tbody> <tr> <td rowspan="3">all climatic conditions, except hot climatic conditions or tropical and damp atmosphere</td> <td>all P/N, serial number (s/n) below s/n 18912</td> <td>50 flight cycles (FC) or 25 FH, whichever occurs first</td> </tr> <tr> <td>P/N 365A12-0020-00 blades, s/n 18912 and higher</td> <td>25 FH</td> </tr> <tr> <td>P/N 365A12-0020-02 and -04 blades, not affected by skin debonding</td> <td>25FH</td> </tr> <tr> <td>hot climatic conditions or tropical and damp atmosphere</td> <td>all P/N, all s/n</td> <td>10 FH</td> </tr> </tbody> </table> <p>Note: The climatic operating conditions for tropical and damp atmosphere are defined in the "General" chapter of the Master Servicing Recommendations (PRE) for the aircraft concerned. The climatic operating conditions for hot zones are defined as operating in areas with high solar radiation at temperatures above 40°C.</p>	Blade operating conditions	Affected blades	Tap Test interval	all climatic conditions, except hot climatic conditions or tropical and damp atmosphere	all P/N, serial number (s/n) below s/n 18912	50 flight cycles (FC) or 25 FH, whichever occurs first	P/N 365A12-0020-00 blades, s/n 18912 and higher	25 FH	P/N 365A12-0020-02 and -04 blades, not affected by skin debonding	25FH	hot climatic conditions or tropical and damp atmosphere	all P/N, all s/n	10 FH
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	<p>(5) The tail rotor blades P/N 365A12-0020-02 with s/n 32944 and higher, (except s/n 32963 to 33091 inclusive, s/n 33116 to 33187 inclusive and s/n 33232 to 33319 inclusive) must be replaced with serviceable blades, within the compliance time as specified in Table 2 of this AD, as applicable, in accordance with the instructions of § 2.B.4 of the ASB.</p> <p style="text-align: center;">Table 2</p> <table border="1" data-bbox="523 371 1442 636"> <thead> <tr> <th data-bbox="523 371 1007 479">FH accumulated by the blade on 17 April 2003 [the effective date of DGAC France AD 2003-155]</th> <th data-bbox="1007 371 1442 479">Compliance time</th> </tr> </thead> <tbody> <tr> <td data-bbox="523 479 1007 586">150 FH or more</td> <td data-bbox="1007 479 1442 586">Within 10 FH after 17 April 2003 [the effective date of DGAC France AD F-2003-155]</td> </tr> <tr> <td data-bbox="523 586 1007 636">Less than 150 FH</td> <td data-bbox="1007 586 1442 636">Before accumulating 160 FH</td> </tr> </tbody> </table> <p>(6) From the effective date of this AD, do not install on a helicopter any tail rotor blade, removed as required by paragraph (4) of this AD, unless the blade has passed the inspection(s) in accordance with the instructions of § 1.E.2.a.5 or §1.E.2.a.6 of the ASB.</p> <p>(7) For P/N 365A12-0020-02 and -04 tail rotor blades, operated in all climatic conditions, except hot climatic conditions or tropical and damp atmosphere, if, during any tap test as required by paragraph (3) of this AD, skin debonding is detected, reduce the tap test interval to 10 FH and, within 25 FH after detecting the debonding, replace each affected blade with a serviceable blade.</p> <p>(8) For P/N 365A12-0020-02 and -04 tail rotor blades, operated in hot climatic conditions or tropical and damp atmosphere, if, during any tap test as required by paragraph (3) of this AD, skin debonding is detected, continue the tap tests at 10 FH intervals and, within 25 FH after detecting the debonding, replace each affected blade with a serviceable blade.</p> <p>(9) Inspections, tapping tests and corrective actions, accomplished before the effective date of this AD in accordance with the instructions of the ASB No. 05.00.17 at any previous revision, are acceptable to comply with the initial requirements of this AD. For all actions after the effective date of this AD, the instructions of Revision 2 of the ASB must be used.</p>	FH accumulated by the blade on 17 April 2003 [the effective date of DGAC France AD 2003-155]	Compliance time	150 FH or more	Within 10 FH after 17 April 2003 [the effective date of DGAC France AD F-2003-155]	Less than 150 FH	Before accumulating 160 FH
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Ref. Publications:	<p>Eurocopter AS 365 ASB No. 05.00.17 Revision 2 dated 16 April 2012.</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 required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive 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 (STD1) – Aéroport de Marseille Provence, 13725 Marignane Cedex, France ; téléphone =33 (4) 12 85 97 97 ; facsimile +33 (4) 85 99 66; E-mail: Directive.technical-support@eurocopter.com. 						