

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

**Translation of 'Consigne de Navigabilité' ref. : 96-155-053(B) R1
In case of any difficulty, reference should be made to the French original issue.**

EUROCOPTER FRANCE

AS 355 Helicopters

MGB Suspension Bi-directional Cross Beam

This Airworthiness Directive applies to AS 355 helicopters, versions E, F, F1, F2 and N fitted with a MGB suspension bi-directional cross beam P/N 350A38.1018 - all dash numbers, installed on the complete cross beam assemblies P/No 350A38.0210 - all dash numbers (which are not modified per MOD. 072720).

Further to the discovery, in service, of cracks in the suspension cross beam, the following measures are rendered mandatory :

1. Cross beams that have logged at least 2000 flying hours or 10 000 cycles :
 - 1.1. Within 30 flying hours from the effective date of the original issue of this Airworthiness Directive, and then at intervals of no more than 30 flying hours or 150 cycles (whichever limit is reached first), visually check the cross beam for cracks, in accordance with the instructions given in paragraph 2B(1) of the referenced EUROCOPTER FRANCE Service Bulletin N° 05.00.29 and apply the necessary measures.
 - 1.2. Each time the cross beam or the MGB is removed, irrespective of whether the removal was scheduled or not, comply with paragraph 2B(2) of the referenced Service-Bulletin.
2. For cross beams that have logged more than 5000 flying hours and which have not been checked during or since the last major inspection as per paragraph 2B(2) of the referenced Service Bulletin :

the following measures are rendered mandatory at the effective date of Revision 1 of this Airworthiness Directive :

- 2.1. Within 30 flying hours and then at intervals of no more than 30 flying hours or 150 cycles (whichever limit is reached first), visually check both the upper faces of the cross beam for cracks, in accordance with the instructions given in paragraph 2B(1) of the referenced Service Bulletin and apply the necessary measures.
- 2.2. Within 550 flying hours or 2750 cycles (whichever limit is reached last), apply paragraph 2B(2) of the referenced Service Bulletin once.

NOTE : If there is no record of the number of the flying hours logged or of the number of cycles completed :

- a- If the component has been installed on the aircraft since new, refer to the number of the flying hours and cycles logged by the airframe.
 - b- If the component has not been installed on the aircraft since new, comply with the instructions given in paragraph 2.1 above.
3. Before installing a cross beam as a replacement part, that has already been installed on an aircraft, comply with the instructions given in paragraph 2B(2) of the referenced Service Bulletin.

Ref. : EUROCOPTER FRANCE AS 355 Telex Service N° 05.00.29

This Revision 1 replaces Airworthiness Directive 96-155-053(B) dated July 31, 1996.

EFFECTIVE DATES :

Original AD : AUGUST 10, 1996
Revision 1 : JUNE 14, 1997