

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. : 2001-060-052(A)
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

AS 365 N helicopters

Fuselage - 9° frame - Reinforced latch support (ATA 53)

1. EFFECTIVITY:

This Airworthiness Directive applies to AS 365 helicopters versions N, N1, N2 and N3 that have been modified per MOD 0753B31 or in compliance with EUROCOPTER AS 365 N Service Bulletin No. 53.00.20.

Aircraft delivered from October 15, 2000 are not affected by this Airworthiness Directive.

2. REASON:

This Airworthiness Directive is issued following the discovery of a crack on the left side of the 9° frame.

3. MANDATORY ACTIONS AND COMPLIANCE TIME:

The following actions are rendered mandatory from the effective date of this Airworthiness Directive.

3.1. At the latest within the next 50 flight hours, measure the webs at the two attachment holes of the latch support (left side and right side of the 9° frame), in compliance with the instructions described in paragraphs 2A and 2.B.1 of referenced EUROCOPTER AS 365 N Alert Service Bulletin (ASB) No. 53.00.42.

3.2. Further to compliance with above paragraph 3.1.:

3.2.1. If at least one web measured is less than 8 mm thick, but is not cracked and not reinforced in compliance with paragraph 2.B.2 of the referenced Alert Service Bulletin.

- Every 550 flight hours, check that there is no crack in the flange, in compliance with the instructions described in paragraph 2.B.1.2 of the referenced Alert Service Bulletin.

- At the latest at the next Major Inspection (GV), install a reinforcement plate on the flange in compliance with the instructions described in paragraph 2.B.2 of the referenced Alert Service Bulletin.

Note: The instructions given in this Airworthiness Directive are no longer applicable after compliance has been ensured with paragraph 2.B.2 of the referenced Alert Service Bulletin.

.../...

3.2.2. If at least one web measured is less than 8 mm thick, with a crack that does not run beyond the edge of the reinforcement and that has not been repaired in compliance with the instructions given in paragraph 2.B.3 of the referenced Alert Service Bulletin.

a) If the crack does not run beyond the edge of the reinforcement:

- stop-drill the crack in compliance with the instructions described in paragraph 2.B.1.2.b of the referenced Alert Service Bulletin.
- each day, after the last flight of the day, visually check the cracked area in compliance with the instructions described in paragraph 1.D.2.1 of the referenced Alert Service Bulletin.

b) If the crack runs beyond the edge of the reinforcement, or if it runs beyond the stop hole after stop-drilling:

- before the next flight, carry out the repair in compliance with the instructions given in paragraph 2.B.3 of the referenced Alert Service Bulletin.

c) In all cases, at the latest within 200 flight hours after the crack has been detected, perform the repair described in paragraph 2.B.3 of the referenced Alert Service Bulletin.

Note: The instructions given in this Airworthiness Directive are no longer applicable after compliance has been ensured with paragraph 2.B.3 of the referenced Alert Service Bulletin.

3.2.3. If the thickness of all the webs is 8 mm or more than 8 mm, leave as is and resume flights.

REF.: EUROCOPTER AS 365 N Alert Service Bulletin (ASB) No. 53.00.42.

EFFECTIVE DATE : MARCH 03, 2001