

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. : 2001-061-053(A)
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

AS 365 N helicopters

Fuselage - 9° frame - Stretcher support (ATA 53)

1. EFFECTIVITY:

This Airworthiness Directive applies to AS 365 helicopters versions N, N1, N2 and N3.

Aircraft delivered from January 31, 2001 are not affected by this Airworthiness Directive.

2. REASON:

This Airworthiness Directive is issued following the discovery of a web of insufficient thickness at one of the attachment holes of the stretcher support on the 9° frame. This deficiency was discovered during a check at the works. If this deficiency is not corrected, it could lead to crack occurrence.

3. MANDATORY ACTIONS AND COMPLIANCE TIME:

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

3.1. Measure the thickness of the webs at the four attachment holes of the stretcher support on the left side and on the 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. 53.00.43,

- at the latest within 50 flight hours for aircraft that have logged more than 5250 flight hours,
- at the latest at 5300 flight hours for aircraft that have logged less than 5250 flight hours.

3.2. Further to compliance with above paragraph 3.1.:

3.2.1. If at least one web measured is less than 5 mm thick, but is not cracked and not reinforced in compliance with paragraph 2.B.2 of the referenced Alert Service Bulletin:

- a) 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.

- b) 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Note: The instructions given in this Airworthiness Directive are no longer applicable after compliance has been ensured with paragraph 2.B.2 of the referenced Alert Service Bulletin.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 5 mm thick, cracked and not repaired per the customized repair defined by EUROCOPTER:

- 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:

- carry out a customized repair defined by EUROCOPTER.

- c) In all cases, at the latest within 200 flight hours after the crack has been detected, perform a customized repair defined by EUROCOPTER.

Note: The instructions given in this Airworthiness Directive are no longer applicable, after a customized repair has been carried out.

3.2.3. If the thickness of all the webs measured is equal to or more than 5 mm, leave as is and resume flights.

REF.: EUROCOPTER AS 365 N Alert Service Bulletin (ASB) No. 53.00.43.

EFFECTIVE DATE : MARCH 03, 2001