

	<b>AIRWORTHINESS DIRECTIVE</b> <b>No F-2001-580-085 R2</b>	Distribution: <b>A</b>	Issue date: <b>December 08, 2004</b>	Page : <b>1/2</b>
	<b>Direction générale de l'aviation civile France</b>  <b>GSAC publication</b>	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number.          In case of difficulty, reference should be made to the French issue.</i>
<b>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.</b>				
Corresponding foreign Airworthiness Directive(s): <b>Not applicable</b>		Airworthiness Directive(s) replaced: <b>2001-580-085 R1</b>		
Person in charge of airworthiness: <b>EUROCOPTER</b>		Type(s): <b>AS 350 helicopters</b>		
Type certificate(s) No. <b>84</b> TCDS No <b>157</b>				
ATA chapter: <b>05, 67</b>	Subject: <b>Rotor flight controls - Tail servocontrols - Eye end fitting locking</b>			

### 1. **EFFECTIVITY:**

AS350 B, BA, B1, B2, B3, BB and D helicopters, equipped with tail servocontrols, all part numbers and all types, that have not been modified per MOD 073139 or per EUROCOPTER AS350 Service Bulletin No. 67.00.22.

### 2. **REASONS:**

This Airworthiness Directive (AD) is issued following a report of uncoupling of the eye end fitting from the tail servocontrol rod during a cruise flight due to incorrect locking.

If this situation were not corrected, it would lead to the progressive reduction of the yaw control range and would finally cause the loss of the servocontrol power assistance.

The purpose of Revision 1 was to restrict the effectivity of the AD by excluding tail servocontrols modified per MOD 073139.

The purpose of Revision 2 is to cover:

- Revision 1 of referenced AS 350 Alert Service Bulletin (ASB) No. 05.00.37.
- MOD 073205 (offsetting the effective travel of the SAMM tail servocontrol following the increase in the yaw control range), and further information and Figure 2 added to the referenced ASB.

### 3. **MANDATORY ACTIONS AND COMPLIANCE TIMES:**

As from the effective date of the original issue of this AD, check the eye end fitting-to-servocontrol rod coupling for correct locking in compliance with the instructions described in § 2.A. of Revision 1 of referenced EUROCOPTER AS350 Alert Service Bulletin (ASB) No. 05.00.37, according to the following conditions :



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**3.1. Aircraft that have logged more than 500 flight hours:**

The check has to be carried out no later than within the next 50 flight hours, then every 550 flight hours.

**3.2. Aircraft that have logged less than 500 flight hours:**

The check has to be carried out at the latest at 550 flight hours, then every 550 flight hours.

**3.3. Interpretation of the results of the checks and following actions:**

- If no play is found and if the lockwasher is correctly positioned, no action is required before resuming flights.
- If play is found and/or if the lockwasher is not correctly positioned, bring the installation up to standard before resuming flights by complying with the instructions described in paragraph 2.B. of the referenced ASB.

**4. REFERENCE PUBLICATION:**

EUROCOPTER AS 350 Alert Service Bulletin No. 05.00.37 R1  
(Any subsequent approved revision to this ASB is acceptable).

**5. EFFECTIVE DATES:**

**Original issue** : Upon receipt, as from November 28, 2001  
**Revision 1** : June 22, 2002  
**Revision 2** : December 18, 2004.

**6. REMARK:**

For any questions concerning the technical content of the requirements in this AD, please contact:

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**7. APPROVAL:**

This AD Revision is approved under EASA reference No 2004-11502 dated November 29, 2004.