

	<b>AIRWORTHINESS DIRECTIVE</b>		Distribution:	Issue date:	Page :
	<b>No F-2002-312-056 R1</b>		<b>A</b>	<b>December 10, 2003</b>	<b>1/2</b>
<b>Direction générale de l'aviation civile France</b>	This Airworthiness Directive is published by the DGAC:			<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
	<input checked="" type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product. <input type="checkbox"/> as the Registration Airworthiness Authority for the affected aircraft..				
<b>GSAC publication</b>	<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>2002-312-056</b>		
Person in charge of airworthiness: <b>EUROCOPTER</b>			Type(s): <b>AS 365 N helicopters</b>		
Type certificate(s) No. <b>86</b> TCDS No <b>159</b>					
ATA chapter: <b>67</b>		Subject: <b>Rotor flight controls - TRW - SAMM main servocontrols</b>			

### 1. **EFFECTIVITY:**

SA 365 N and N1 and AS 365 N2 and N3 helicopters equipped with "TRW – SAMM" main servocontrols, part numbers SC 8031 or SC 8031A or SC 8031-1 or SC 8031-2 or SC 8032-1 or SC 8032-2 or SC 8033-1 or SC 8033-2 or SC 8034-1 or SC 8034-2 that underwent their last complete overhaul or repair since complete overhaul at "HAWKER PACIFIC AEROSPACE", USA, before March 1, 2002.

### 2. **REASONS:**

This Airworthiness Directive (AD) is issued following a report of incorrect tightening torque load found in service on servocontrols overhauled by "HAWKER PACIFIC AEROSPACE", installed on SA 366 G1 helicopters on the end-fitting that attaches the servocontrol cylinder to the upper ball end-fitting.

This anomaly might lead to thread failure and separation of the upper end-fitting and result in the loss of the control of the helicopter.

Revision 1 of this Airworthiness Directive (AD) covers the conversion of EUROCOPTER AS 365 N Alert Telex No. 67.00.08 into an Alert Service Bulletin (ASB) bearing the same number, with no change to the technical content.

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

Remove the servocontrols and return them to "HAWKER PACIFIC AEROSPACE" for a check of the thread condition and application of the tightening torque as per CMM, in compliance with the instructions described in paragraph 2 of referenced EUROCOPTER AS 365 N Alert Service Bulletin (ASB) No. 67.00.08, within the following time limits:

**3.1.** For servocontrols that have been in service for less than 1,000 flight hours at the effective date of the original issue of this AD:

The actions defined above were to be taken no later than within 550 flight hours or 12 months (whichever limit was reached first) from the effective date of the original issue of this AD.



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- 3.2.** For servocontrols that have been in service for 1,000 flight hours or more than 1,000 flight hours and less than 1,300 flight hours at the effective date of the original issue of this AD:

The actions defined above were to be taken before the servocontrols had reached 1,550 flight hours or within 9 months (whichever limit was reached first) from the effective date of the original issue of this AD.

- 3.3.** For servocontrols that have been in service for 1,300 flight hours or more than 1,300 flight hours at the effective date of the original issue of this AD:

The actions defined above were to be taken no later than within 250 flight hours or 6 months (whichever limit was reached first) from the effective date of the original issue of this AD.

- 3.4.** For servocontrols held as spares

The actions defined above are to be taken before installation on aircraft.

**4. REFERENCE PUBLICATION:**

EUROCOPTER AS 365 N Alert Service Bulletin No. 67.00.08  
(or any further revision of this ASB).

**5. EFFECTIVE DATES:**

**Original issue** : Upon receipt from June 12, 2002  
**Revision 1** : December 20, 2003

**6. REMARK:**

If you have any questions about the technical content of the requirements in this AD, please contact:

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**7. APPROVAL:**

This AD is approved under EASA reference No 1448 dated December 02, 2003.