

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. : 2002-452(A) R1
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

Various helicopter types

Main rotor and tail rotor dynamic components -
Correction of operating hours (ATA 62, 63, 64, 65)

1. EFFECTIVITY

Helicopters:

- SA 330 F, G and J
- AS 332 C, C1, L and L1
- SA 341 G and SA 342 J
- AS 350 B, BA, BB, B1, B2, B3 and D
- AS 355 E, F, F1, F2 and N
- SA 365 C, C1, C2 and C3
- AS 365 N, N1, N2 and N3

equipped with dynamic components following overhaul (RG) or repair (RE) at the EUROCOPTER helicopter maintenance and overhaul facility (D.E.R.H.), listed in Tables 1 and 2 (as applicable) in paragraph 4 "Appendix" of the Alert Service Bulletins (ASBs) referenced below.

2. REASONS

This Airworthiness Directive (AD) is issued further to the discovery of a discrepancy in the D.E.R.H. computer program used to carry over the number of operating hours of parts following repair (RE) or overhaul (RG), which is the cause of incorrect completion of some Equipment Log Cards (FMEs).

Revision 1 of this AD takes account of the conversion of the EUROCOPTER Alert Telexes into Alert Service Bulletins (ASBs) bearing the same numbers, and with no change to the technical content, except for the specific case described in paragraph 3.5 below.

3. MANDATORY ACTIONS AND COMPLIANCE TIME

The following measures are rendered mandatory from the effective date of the original issue of this AD:

- 3.1. No later than within the next 10 flying hours, using the FMEs of the dynamic components and in accordance with the instructions described in paragraph 2.B.1 of the ASBs referenced below, check whether these dynamic components embody parts that are concerned by this AD.

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3.2. If the check carried out in accordance with paragraph 3.1 above does not reveal the existence of a part concerned by this AD, no other action is required as regards this AD.

3.3. If the check reveals the existence of one or more part(s) concerned, comply with the instructions described in paragraph 2.B.2. of the ASBs referenced below.

After correction in accordance with the instructions in paragraph 2.B.2.1 of the ASBs referenced below, if the number of operating hours of a part exceeds its life limit, remove the part concerned or the assembly that embodies the part, at the latest within the next 50 flying hours, in accordance with the instructions described in paragraph 2.B.2.2 of the ASBs referenced below.

3.4. Before installation of dynamic components or parts held as spares following overhaul (RG) or repair (RE) carried out at D.E.R.H., on aircraft, comply with the instructions described in paragraph 2.B. of the ASBs referenced below.

3.5. Specific case concerning the main rotor sleeves PN 330A31-1376-00, -04, -12, -16 and -19 of SA 330 and AS 332 helicopters:

- From the effective date of Revision 1 of this AD, at each check after the last flight of the day, until the TBO limit of the dynamic component concerned is reached, comply with the instructions described in paragraph 2.B.3 and in appended Table 1 of EUROCOPTER SA 330 ASB No. 65.110 and AS 332 ASB No. 62.00.58 referenced below.

REF.: EUROCOPTER Alert Service Bulletins:

SA 330	No. 65.110
AS 332	No. 62.00.58
SA 341/342	No. 65.60
AS 350	No. 62.00.25
AS 355	No. 62.00.27
SA 365 C	No. 65.41
AS 365 N	No. 62.00.19

This Revision 1 replaces the original AD 2002-452(A) dated September 04, 2002.

EFFECTIVE DATES :

Original AD : On receipt, from **SEPTEMBER 04, 2002**
Revision 1 : **MAY 10, 2003**