	AIRWORTHINESS DIRECTIVE No F-2003-465 R2		Distribution: A	Issue date: July 20, 2005	Page : 1/2
	Direction générale de l'aviation civile France GSAC publication	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>	
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.					
Corresponding foreign Airworthiness Directive(s): Not applicable			Airworthiness Directive(s) replaced: F-2003-465 R1		
Person in charge of airworthiness: EUROCOPTER			Type(s): EC 120 helicopters		
Type certificate(s) No. 189 TCDS No 189					
ATA chapter: 65	Subject: Tail rotor drive - Tail rotor drive shaft damper				

1. **EFFECTIVITY:**

EC 120 B helicopters with serial numbers up to 1362 inclusive.

2. **REASONS:**

This Airworthiness Directive (AD) is issued following the discovery of a case of incorrect tail rotor drive shaft damper positioning. The incorrect positioning led to interference of the two damper half-clamps with the drive shaft tube and caused a score on the shaft. In time, this interference could result in tail rotor drive shaft failure.

Revision 1 of this Airworthiness Directive covered Revision 1 of referenced EUROCOPTER EC 120 Alert Telex (AT) No. 65A004 R1 and introduced in the "Operational Procedure" chapter the reference number of the Rework Sheet that enables operators to reposition the tail rotor drive shaft damper.

Revision 2 of this AD covers the conversion of EUROCOPTER EC 120 AT No. 65A004 R1 into an Alert Service Bulletin (ASB) bearing the same reference number, and with no change to the technical content.

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


3.1. The following measures are rendered mandatory as from the effective date of the original issue of this AD.

3.1.1. Helicopters having logged less than 500 flying hours:

- At the latest at 550 flying hours, check the positioning of the two half-clamps with respect to the friction ring, in compliance with the instructions described in § 2.B. of the referenced ASB.

3.1.2. Helicopters having logged 500 flying hours or more:

- No later than within the next 50 flying hours, check the positioning of the two half-clamps with respect to the friction ring, in compliance with the instructions described in § 2.B. of the referenced ASB.

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3.2. As from the effective date of Revision 1 of this AD, if on completion of the checks performed in accordance with § 3.1.1. and § 3.1.2., the two half-clamps are not fully positioned on the friction ring, embody Rework Sheet No. EC 120-53-02-04, appended to the referenced ASB.

Note: The new provisions introduced by Revision 1 do not affect the steps taken in compliance with the original edition of the AD.

4. REFERENCE PUBLICATION:

EUROCOPTER EC 120 B Alert Service Bulletin No. 65A004
(Any subsequent approved revision to this ASB is acceptable).

5. EFFECTIVE DATES:

Original issue : On receipt of the emergency AD issued on December 22, 2003
Revision 1 : On receipt, as from March 03, 2004
Revision 2 : July 30, 2005.

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 2005-6076 dated July 12, 2005.