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Sektion 2. Utlandstillverkad flygmateriel

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**TITEL:** Sprickkontroll av främre skyddskåpan för stjärtrotordrivningen

**GÄLLER:** Eurocopter modell AS 350 B3 utrustad med främre skyddskåpa P/N 350A23.0032.09 pre MOD 073097 och 350A23.1075.00 post MOD 073097.

**ÅTGÄRD:** Utför åtgärder angivna i bifogad kopia av DGAC AD 2000-340-080(A) R2

**TID FÖR ÅTGÄRD:** I enlighet med pkt 3.1, 3.2, 3.3 i DGAC AD 2000-340-080(A) R2

**UNDERLAG:** Eurocopter AS 350 Alert Service Bulletin 05.00.35.

**REFERENS:** DGAC AD 2000-340-080(A) R2

**BESLUTSDATUM:** 28 februari 2002

**LFS** 2002:37

Åtgärder enligt LVD utgör nödvändig förutsättning för ifrågavarande flygmateriels luftvärdighet. Referens BCL M 1.11.  
Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senast gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.

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# AIRWORTHINESS DIRECTIVE

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*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. : 2000-340-080(A) R2  
In case of any difficulty, reference should be made to the French original issue.

## EUROCOPTER

### AS 350 helicopters

Tail rotor drive shaft forward fairing (ATA 05, 53)

#### 1. EFFECTIVITY:

AS 350 B3 helicopters equipped with tail rotor drive shaft forward fairing

P/Nos.: - 350A23.0032.09 pre MOD 073097  
- 350A23.1075.00 post MOD 073097.

#### 2. REASONS :

This Airworthiness Directive (AD) is issued following a case of loss of the heat shield of the tail rotor drive shaft forward fairing in flight, which can lead to the loss of the yaw control of the helicopter.

Revision 1 of this AD covered Revision 1 of Service Telex No. 05.00.35.

Revision 2 of this AD covers the replacement of Service Telex No. 05.00.35 with referenced EUROCOPTER AS 350 Alert Service Bulletin (ASB) No. 05.00.35 and incorporates further details in above paragraph 1.

#### 3. MANDATORY ACTIONS AND COMPLIANCE TIME:

The following measures are rendered mandatory:

##### 3.1. Fairing P/N 350A23.0032.09 (pre MOD 073097) or before implementation of repair No. 350-53-42-00:

3.1.1. At each check after the last flight of the day (ALF check) from the effective date of Revision 2 of this AD:

- a) Visually check the fairing in the 6 areas of attachment to the heat shield, in accordance with the instructions described in paragraph 2.B.2 of the referenced ASB.
- b) If a crack is discovered or if in doubt about the existence of a crack, comply with below paragraphs 3.1.2 a) and 3.1.2.b).

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February 20, 2002

EUROCOPTER  
AS 350 helicopters

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3.1.2. Within 50 flight hours following the effective date of the original issue of this AD, then every 50 flight hours:

- a) After removal of the fairing, visually check the internal face of the tail rotor drive shaft fairing in the 9 areas of attachment to the heat shield in accordance with the instructions described in paragraph 2.B.1 of the referenced ASB.
- b) If a crack is detected and before the next flight, discard the fairing or repair it, if the repair criteria described in paragraph 2.B.1 of the referenced ASB are not exceeded, in accordance with repair sheet No. 350-53-42-00 (crack stop hole and installation of three stiffeners).

**3.2. Fairing post repair No. 350-53-42-00 or fairing P/N 350A23.1075.00 (post MOD 073097):**

3.2.1. At each check after the last flight of the day (ALF check) from the effective date of the original issue of this AD:

- a) Visually check the fairing in the 6 areas of attachment to the heat shield, in accordance with the instructions described in paragraph 2.B.2 of the referenced ASB.
- b) In case of propagation of an existing crack beyond the crack stop hole or in case of a new crack or if in doubt, before the next flight, remove this fairing and visually check the stiffeners and the external face of the fairing under the heat shield, in accordance with the instructions described in paragraph 2.B.1 of the referenced ASB.
- c) If a crack is found in one or more stiffeners or in case of propagation of an existing crack beyond the crack stop hole or in case of detection of a new crack, discard the fairing.

3.2.2. Within 100 flight hours from the effective date of the original issue of this AD, then every 100 flight hours:

- a) After removal of the fairing, visually check the stiffeners and the external face of the tail rotor drive shaft fairing under the heat shield, in accordance with the instructions described in paragraph 2.B.1 of the referenced ASB.
- b) If a crack is found in one or more stiffeners or in case of propagation of an existing crack beyond the crack stop hole or in case of detection of a new crack, discard the fairing.

**3.3. Replacement fairing:**

Embody MOD 073097 before installing a tail rotor drive shaft forward fairing P/N 350A23.0032.09, held as spare, on aircraft.

REF.: EUROCOPTER AS 350 Alert Service Bulletin (ASB) No. 05.00.35.

This Revision 2 replaces AD 2000-340-080(A) R1 dated August 23, 2000.

**EFFECTIVE DATES:**

Original AD : On receipt of telegraphic AD  
issued on JULY 31, 2000  
Revision 1 : On receipt from AUGUST 23, 2000  
Revision 2 : MARCH 02, 2002