

Airworthiness Directive Schedule

Helicopters

Aerospatiale SA 365 C1 and SA 365 N

27 November 2008

- Notes**
1. This AD schedule is applicable to Aerospatiale SA 365 C1 (Dauphin) and SA 365 N (Dauphin 2) helicopters listed on Direction Generale de L'Aviation Civile (DGAC) Type Certificate No. 86.
 2. As there are no aircraft of this type currently registered in New Zealand this AD schedule is not being maintained. The schedule will be reactivated once the New Zealand Civil Aviation Authority receives an application to register an aircraft of this type. At that time the applicable ADs will include all those published by the state of design (DGAC & EASA).
 3. The date above indicates the amendment date of this schedule.
 4. New or amended ADs are shown with an asterisk *
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DCA/SA365/1 Fatigue Critical Components - Retirement

Applicability: All Model SA-365N

Requirement: All service life limited components must be retired from service not later than the times shown in the SA-365N Master Servicing Recommendations, Section 5.99 (Issue 1, Rev.16)

Effective Date: 2 March 1990

DCA/SA365/2 Flexible Couplings - Retirement

Applicability: All Model SA-365N with MGB end flexible couplings P/N 365A.32.4118.00

Requirement: Retire couplings from service per Aerospatiale SB 01.02.
(BV AD 83-183-4(B) refers).

Compliance: At 300 hours TIS.

Effective Date: 2 March 1990

DCA/SA365/3 Tail Rotor Hub and Fairings - Inspection

Applicability: All Model SA-365N with tail rotor rotating fairings and hub body P/N's detailed in Aerospatiale SB 05.03

Requirement: Inspect and rework as necessary per Aerospatiale SB 05.03.
(BV AD 83-201-5(B) refers).

Compliance: At intervals not exceeding 150 hours TIS.

Effective Date: 2 March 1990

DCA/SA365/4 Main Rotor Shaft - Inspection

Applicability: All Model SA 365N with main rotor shaft P/N's detailed in Aerospatiale SB 05.04 rev 2.

Requirement: 1. Disassemble shaft, inspect and recondition as necessary per Aerospatiale SB 05.04 Rev.2.
2. Inspect zone 2 (without disassembling) and rework as necessary per Aerospatiale SB 05.04 Rev.2. Shafts which are cracked or damaged beyond prescribed limits, must be removed from service before further flight.
(BV AD 84-020-006(B) refers).

Compliance: Requirement 1 - At intervals not exceeding 300 hours TIS.
Requirement 2 - At intervals not exceeding 50 hours TIS, or 2 months whichever is the sooner.

Effective Date: 2 March 1990

- DCA/SA365/5 Tail Rotor Drive Shaft Bearing Block Assembly - Modification**
- Applicability:** All Model SA 365N not incorporating mods AMS07.9028 and 07.9034.
- Requirement:** Modify per Aerospatale SB 01.04 Rev.2.
(BV AD 84-152-8(B) refers).
- Compliance:** Within next 90 days unless already accomplished.
- Effective Date:** 2 March 1990
-
- DCA/SA365/6 HF-SSB Wire Antenna - Modification**
- Applicability:** All Model SA 365N not incorporating mods AMS07.4733 or 07.23B02
- Requirement:** Modify per Aerospatale Telex SB 01.05.
(BV AD 85-13-9(B)R1 refers).
- Compliance:** Within next 10 hours TIS unless already accomplished.
- Effective Date:** 2 March 1990
-
- DCA/SA365/7 Side-Gate Locking - Modification**
- Applicability:** All Model SA 365N not equipped with side doors and not incorporating mod AMS365A07.4546
- Requirement:** Modify per Aerospatale SB 01.06
(BV AD 85-37-10(B) refers)
- Compliance:** Within next 30 hours TIS unless already accomplished.
- Effective Date:** 2 March 1990
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- DCA/SA365/8 Tail Rotor Gearbox-Oil Filler Cap - Inspection**
- Applicability:** All Model SA 365N not incorporating mod AMS365A07-08558
- Requirement:** Inspect and lockwire oil filler cap per Aerospatale Telex SB 65.01.
(BV AD 85-156-13(B) refers).
- Compliance:** Within next 30 days unless already accomplished.
- Effective Date:** 2 March 1990
-
- DCA/SA365/9 Fuel Filter - Inspection**
- Applicability:** All Model SA-365N with LE BOZEC fuel filters P/N 433 G20-2 or 433 G20-2
Amendment A (LH and RH sides)
- Requirement:** Check fuel flow per Aerospatale SB 01.12. If satisfactory results obtained, engrave
letter 'X` on filter body following P/N marking.
(BV AD 86-17-14(B) refers).
- Compliance:** Within next 50 hours TIS, unless already accomplished and thereafter any time an
affected filter without suffix 'X` is installed.
- Effective Date:** 2 March 1990

- DCA/SA365/10 Main Rotor Head-Roving Sleeve Beams - Inspection and Retirement**
- Applicability:** All Model SA 365N with roving sleeve beams P/N 365A31.1829.02/.03 and 365A31.1828.00/01
- Requirement:** 1. Inspect main rotor sleeve beams per Aerospatiale Telex SB 01.18.
2. Retire sleeve beams from service.
(BV AD 86-34-15(B)R2 refers).
- Compliance:** 1. Inspection - before next flight following sudden or repetitive blade tracking problem.
2. Retirement - at 1000 hours TTIS.
- Effective Date:** 2 March 1990
-
- DCA/SA365/11 Flight Controls - Modification**
- Applicability:** All Model SA 365N with S/N prior to 6155 not incorporating mods AMS365A07.21B04 and 07.24B15
- Requirement:** To prevent flight control interference modify per Aerospatiale SB 01.16 Rev.1.
(BV AD 86-87-16(B)R1 refers)
- Compliance:** Within next 100 hours TIS, unless already accomplished.
- Effective Date:** 2 March 1990
-
- DCA/SA365/12 Main Rotor Shaft - Rework**
- Applicability:** All Model SA 365N with main rotor shaft P/N 365A31.1179.03.
- Requirement:** To facilitate inspection, rework shaft per Aerospatiale SB 01.17 Rev.1.
(BV AD 86-123-17(B)R1 refers)
- Compliance:** Within next 300 hours TIS, unless already accomplished. Prior to installation for new replacement shafts.
- Effective Date:** 2 March 1990
-
- DCA/SA365/13 Spherical Thrust Bearing-Attach Beam Bolts - Retirement**
- Applicability:** All Model SA 365N with attach beam bolts P/N 365A31.1898.20.
- Requirement:** Retire bolts from service per Aerospatiale SB 01.20.
(BV AD 86-170-19(B) refers).
- Compliance:** At 1000 hours TIS.
- Effective Date:** 2 March 1990
-
- DCA/SA365/14 Hydraulic System - Modification**
- Applicability:** All Model SA 365N
- Requirement:** Modify hydraulic manifold unit per Aerospatiale SB 29.01.
(BV AD 86-175-18(B) refers).
- Compliance:** Within next 30 days, unless already accomplished.
Prior to installation for replacement parts.
- Effective Date:** 2 March 1990

DCA/SA365/15 Electrical Multiple Panels - Inspection

- Applicability:** All Model SA 365N.
- Requirement:** Inspect electrical installations per Aerospatiale SB 39.03 and rectify any found defective as prescribed.
(BV AD 87-167-022(B) refers).
- Compliance:** Within next 50 hours TIS, unless already accomplished.
- Effective Date:** 2 March 1990

DCA/SA365/16 Tripod - Inspection

- Applicability:** All Model SA 365N with tripod P/N 365A23.0024.09
- Requirement:** To detect possible corrosion initiated cracking, inspect per Aerospatiale Telex SB 01.28A. Remove cracked tripods from service before further flight.
(BV AD 88-188-024(B) refers).
- Compliance:** Within next 50 hours TIS unless already accomplished within last 400 hours TIS and thereafter at intervals not exceeding 400 hours TIS.
- Effective Date:** 2 March 1990

DCA/SA365/17 Main Rotor, Rotating Swash Plate - Inspection

- Applicability:** All Model SA 365N.
- Requirement:** To prevent seizing of the swash plate bearing, inspect and lubricate per Aerospatiale SB 62.07. Renew defective parts before further flight.
(BV AD 90-006-025(B) refers).
- Compliance:**
1. Within next 50 hours TIS (TIS) and thereafter relubricate per SB 62.07 para 1.C(i) at intervals not exceeding 100 hours TIS.
 2. Check per SB 62.07 para 1.C(g) following last flight on each day aircraft is operated.
- Effective Date:** 20 July 1990

DCA/SA365/18 Autopilot Actuators - Inspection

- Applicability:** Model SA 365N with actuators detailed in Aerospatiale Telex SB 01.34.
- Requirement:** To detect a possible wiring fault which under certain conditions could cause a sudden aircraft manoeuvre inspect per Aerospatiale Telex SB 01.34. Rectify any incorrectly wired actuators per the SB.
(BV AD 90-203-028(B) refers)
- Compliance:** Within next 10 hours TIS unless already accomplished.
- Effective Date:** 22 February 1991

DCA/SA365/19 Tail Rotor Control Shaft - Inspection

Applicability: All Model SA 365N.

Requirement: To detect possible wear of the control shaft bearings on tail gearboxes P/N 365A33.5000.00 inspect per Aerospatiale SB 05.24. Rectify if necessary per the SB before further flight.

(BV AD 90-205-027(B) refers)

Compliance: 1. At 550 hours TTIS or within next 50 hours TIS, whichever is the later and thereafter at intervals not to exceed 550 hours.
2. Prior to any flight if metal chips have been detected on the magnetic plug.

Effective Date: 22 February 1991

DCA/SA365/20 Main Rotor Blades - Life Limitation

Applicability: Model SA 365 helicopters, versions: C, C1, C2 and C3 fitted with main rotor blade P/N 365A 11.0010.03, 365A 11.0020.02 and 365A 11.0020.03.

Requirement: The service life limit of main rotor blades, P/N 365A 11.0010.03 is 10,000 operating hours.

The service life limit of main rotor blades, P/N 365A 11.0020.02 and .03 is 12,000 operating hours.

Eurocopter SA 365 C Master Servicing Recommendations (PRE), Rush Revision No. 29b date-Code 00.22 also refers.

(DGAC AD 2000-235-045(A) refers)

Compliance: The new service life limits apply from the effective date of this Airworthiness Directive.

Effective Date: 29 June 2000

DCA/SA365/21 Ferry Fuel Tanks - Electrical Bonding

Applicability: SA 365C, C1, C2, C3 and AS 365N, N1, N2, N3 helicopters equipped with metal ferry fuel tanks, P/N 330A 871310 .00, .01, .02, .03 and .04.

Requirement: To prevent the generation an electrostatic spark between the re-fuelling nozzle and the ferry fuel tank caused by the absence of this electrical bonding and possible explosion of the fuel tank, accomplish the electrical bonding per Eurocopter Service Telex SA 360C/365C No. 28.07 or AS 365N No. 28.00.28 (as applicable), paragraph C.C.

(DGAC AD 2000-302(A) refers)

Compliance: For ferry fuel tanks which are already installed on a helicopter, before the next re-fuelling. For ferry fuel tanks which are not installed on a helicopter, before installation.

Effective Date: 27 July 2000

DCA/SA365/22A Life Raft Installation - Operation

Applicability: All model AS 365 N2, AS 365 N3, SA 365 N and SA 365 N1 aircraft, fitted with life rafts P/Ns 203631-1 (704A42.6910.06) or 203631-2 (704A42.6910.19) or 203631-3 (704A42.6910.54).

Requirement: To prevent interference between the optional headrests of the first row of passenger seats with the launching of the life raft in the event of ditching, modify the life raft launching instruction labels, per the instructions in paragraph 2 of Eurocopter AS 365 Alert Service Bulletin (ASB) No. 25.00.70

(EASA AD 2006-0080 refers)

Note: Before installing a life raft on an aircraft, accomplish the instructions per paragraph 2 of ASB No. 25.00.70.

Compliance: Before the next flight over water.

Effective Date: DCA/SA365/22 - 30 June 2005
DCA/SA365/22A - 1 June 2006

DCA/SA365/23 Flight Control Stops – Inspection and Modification

Applicability: Model AS 365 N, N1, N2 and N3 aircraft which are not fitted with MOD 0767B58.

Requirement: To prevent loosening of the flight control stops which may restrict the travel of the flight controls, accomplish the following:

1. Check the flight control stop positions and adjust if necessary, per paragraph 2.B.1 of Eurocopter AS 365N ASB 67.00.09 revision 1 or later.

2. Double lock the flight control stop adjusting screws as per paragraph 2.B.2 of ASB 67.00.09.

(DGAC AD F-2003-322R1 refers)

Compliance: 1. Within 100 hours TIS.
2. Within 500 hours TIS.

Effective Date: 28 July 2005

DCA/SA365/24 Cancelled – DCA/SA365/32 refers

Effective Date: 30 March 2006

DCA/SA365/25A Collective Pitch Lever – Inspection and Replacement

Applicability: All model SA 365N, SA 365N1, AS 365N2 and AS 365N3 aircraft fitted with a collective pitch lever "low-pitch" locking system.

Requirement: To prevent unwanted collective pitch lever locking which could cause the loss of control of the aircraft, and unwanted collective pitch lever unlocking on the ground, which could cause the uncontrolled takeoff of the aircraft, inspect the collective pitch lever for correct unlocking and locking, per the instructions specified in paragraph 2 of Eurocopter AS 365 Alert Service Bulletin (ASB) No. 67.00.10.

Adjust the collective pitch lever restraining tab and the collective link rods, as required, per the instructions specified in paragraph 2 of ASB No. 67.00.10, before further flight.

(DGAC AD F-2005-127R1 refers)

Compliance: Within the next 50 hours TIS, unless already accomplished.

Effective Date: DCA/SA365/25 - 29 September 2005
DCA/SA365/25A - 30 March 2006

DCA/SA365/26 Engine Fire Extinguishers – Inspection and Replacement

- Applicability:** All model SA 365 N, SA 365 N1, AS 365 N2 and AS 365 N3 helicopters, fitted with engine fire extinguishers P/N 862780-00 pre-MOD 0726B22.
- Requirement:**
1. Weigh the engine fire extinguishers per the instructions in paragraph 2.B.2. of Eurocopter AS 365 Alert Service Bulletin 05.00.46. If the weight is not correct, replace the engine fire extinguisher before further flight. Before installing an engine fire extinguisher P/N 862780-00 held as spares, comply with the instructions specified in paragraph 2.B.2. of ASB 05.00.46.
 2. At the next proof test incorporate MOD 0726B22 per paragraph 2.B.3. of ASB 05.00.46.
- (DGAC AD F-2004-179 refers)
- Note 1:** Engine fire extinguishers P/N 862780-00 held as spares are to comply with the instructions specified in paragraph 2.B.2. of ASB 05.00.46 before installation on an aircraft.
- Note 2:** Incorporation of MOD 0726B22 is a terminating action to this AD.
- Compliance:**
1. Within 100 hours TIS or two months, whichever is the sooner, and thereafter at intervals not to exceed six months until the accomplishment of requirement 2.
 2. Within 5 years of manufacture, or the last proof test, whichever occurs later.
- Effective Date:** 29 September 2005

DCA/SA365/27A Cancelled - DCA/SA365/40 refers

Effective Date: 26 October 2006

DCA/SA365/28A Tail Rotor Blades – Inspection and Replacement

- Applicability:** All model SA 365 N1, AS 365 N2 and AS 365 N3 helicopters, fitted with tail rotor blades P/N 365A12-0060-01 or P/N 365A12-0070-00.
- Requirement:** To detect movement of the stainless steel ring on the tail rotor blade sleeves, which may result in aircraft vibration, damage to the Fenestron rotor blades and the possibility of loss of aircraft yaw control, inspect the stainless steel ring on the sleeve of each tail rotor blade for movement, per the instructions specified in paragraph 2.B.1. of Eurocopter AS 365 Alert Service Bulletin (ASB) No 05.00.49.
- If the stainless steel ring has moved, replace the affected tail rotor blades before further flight, per ASB No 05.00.49.
- (EASA AD 2006-0099 refers)
- Note 1:** The visual inspection may be accomplished by the pilot in accordance with CAR Part 43, Appendix A. The pilot must be trained and authorised (Part 43, Subpart B refers) and certification must be provided (Part 43, Subpart C refers).
- Note 2:** Sign log book for AD compliance at time of raising tech log.
- Note 3:** Before installing tail rotor blades held as spares which have logged hours TIS, comply with the instructions specified in paragraph 2.B.1. of ASB No 05.00.49.
- Compliance:** Within the next 10 hours TIS, unless already accomplished, and thereafter at intervals not to exceed 10 hours TIS or at every ALF check, whichever is the sooner.
- Effective Date:** DCA/SA365/28 - 7 October 2005
DCA/SA365/28A - 1 June 2006

DCA/SA365/29 Cancelled – Purpose Fulfilled**Effective Date:** 28 September 2006**DCA/SA365/30 Flexible Hydraulic Pipes and Clamps – Inspection and Replacement****Applicability:** All model SA 365 N, SA 365N1, AS 365 N2 and AS 365 N3 aircraft, not modified per MOD 0729B67.**Requirement:** 1. For AS 365 N2 and N3 aircraft delivered after 1 January 1998 inspect the attachment clamps per paragraph 2.B.2 in Eurocopter AS 365 Alert Service Bulletin No. 29.00.08.

If one or more non-compliant attachment clamps are found, inspect the condition of non-compliant attachment clamps and hydraulic pipes per paragraph 2.B.3 in ASB No. 29.00.08 and replace before further flight.

Note: Compliance with paragraph 2.B.4 in ASB No. 29.00.08 is a terminating action to requirement 1.

2. For AS 365 N2 and N3 aircraft delivered after 1 January 1998 bring the attachment clamps up to standard, per paragraph 2.B.4 in ASB No. 29.00.08.3. For AS 365 N2 and AS 365 N3 aircraft delivered prior to 1 January 1998 and SA 365 N and SA 365 N1 aircraft comply with the instructions per paragraph 2.B.5 in ASB No. 29.00.08.

(DGAC UF-2006-042 refers)

Compliance: 1. Within the next 50 hours TIS or by 23 March 2006, whichever is the sooner and thereafter at intervals not to exceed 100 hours TIS or every 30 days, whichever is the sooner.

2. Within 600 hours TIS or by 23 February 2007, whichever is the sooner.

3. Within 600 hours TIS or by 23 April 2008, whichever is the sooner.

Effective Date: 23 February 2006**DCA/SA365/31 Cancelled - DCA/SA365/39 refers****Effective Date:** 1 September 2006**DCA/SA365/32 Cancelled – DCA/SA365/49 refers****Effective Date:** 29 November 2007

DCA/SA365/33 Main Rotor Head Attachment Bolts – Inspection

Applicability: Model SA 365 C, SA 365 C1, SA 365 C2, SA 365 C3, SA 365 N, SA 365 N1, AS 365 N2 and AS 365 N3 aircraft, delivered before 27 March 2006, fitted with a main rotor hub-to-main rotor mast (MRH/mast) bolted attachment assembled by Eurocopter.

Requirement: On MRH/mast assemblies having logged less than 280 flying hours:
Check the tightening torque of the MRH/mast assembly attachment bolts at the latest at 300 flying hours, in compliance with the instructions specified in paragraph 2.B. of the applicable Eurocopter Alert Service Bulletin.

On MRH/mast assemblies having logged more than 280 flying hours:

Check the tightening torque of the MRH/mast assembly attachment bolts within 20 flying hours, in compliance with the instructions specified in paragraph 2.B. of the applicable Alert Service Bulletin.

AS 365 N Alert Service Bulletin No. 62.00.22

SA 365 C Alert Service Bulletin No. 65.44, or subsequent approved revisions.

(EASA AD 2006-0084-E refers)

Compliance: Before affected hubs accumulate 300 hours TIS since assembly, or within 20 hours TIS whichever occurs later.

Effective Date: 14 April 2006

DCA/SA365/34 Cancelled - DCA/SA365/45 refers

Effective Date: 31 May 2007

DCA/SA365/35 Main Gearbox Bottom Plate – Inspection and Replacement

Applicability: All model SA 365 C, SA 365 C1, SA 365 C2 and SA 365 C aircraft, fitted with MGBs all P/Ns.

Requirement: To detect crack growth in the MGB bottom plate, which can lead to loss of the rotor torque-to-structure transmission attachment, inspect the MGB bottom plates for cracks, per the instructions in paragraph 2.B. of Eurocopter SA 365 ASB No. 05.25.

If cracks are found, replace MGB before further flight.

(DGAC AD F-2005-036 refers)

Note: Before installing MGBs held as spares, comply with the requirements of this AD.

Compliance: For newly overhauled or repaired MGBs:

At the next ALF-check (check after the last flight of the day), and thereafter at intervals not to exceed 50 hours TIS.

For MGBs that have never been overhauled or repaired:

No later than 26900 cycles for MGBs with less than 26900 cycles, and thereafter at intervals not to exceed 50 hours TIS.

At the next ALF-check (check after the last flight of the day) for MGBs which have logged 26,900 cycles and more, and thereafter at intervals not to exceed 50 hours TIS.

Effective Date: 1 June 2006

DCA/SA365/36 Main Gearbox Base Plate – Inspection and Replacement

Applicability: Model AS 365 N2, AS 365 N3, SA365 N and SA 365 N1 aircraft, all S/Ns fitted with a MGB base plate with MOD 0763C45 not embodied.

Requirement: To detect crack growth in the MGB bottom plate, which can lead to loss of the rotor torque-to-structure transmission attachment, accomplish the following:

1. For SA 365 N and SA 365 N1 aircraft inspect per paragraph 2.B. of Eurocopter AS 365 N Alert Service Bulletin No. 05.00.45, revision 1.

If cracked, replace the MGB per ASB No. 05.00.45, before further flight.

2. For AS 365 N2 and AS 365 N3 aircraft inspect per paragraph 2.B. of ASB No. 05.00.45, revision 1.

If cracked, replace the MGB per ASB No. 05.00.45, before further flight.

(EASA AD 2006-0101 refers)

Note 1: Overhauled or repaired MGBs are to be inspected per the requirements of this AD because MGB base plates operation cycles are not tracked separately to the MGB, and the base plate may have been replaced during overhaul or repair.

Note 2: Before installing a MGB held as spares, accomplish the requirements of this AD.

Compliance: 1. For MGBs that have logged less than 9900 cycles and never been overhauled or repaired, accomplish no later than 9900 cycles, and thereafter at intervals not to exceed 50 hours TIS.

For MGBs that have logged 9900 cycles or more, that have never been overhauled or repaired and compliance with requirement 1 cannot be ensured within the last 50 hours TIS, accomplish at the next ALF check, and thereafter at intervals not to exceed 50 hours TIS.

For MGBs which are newly overhauled or newly repaired and compliance with requirement 1 cannot be ensured within the last 50 hours TIS, accomplish at the next ALF check, and thereafter at intervals not to exceed 50 hours TIS.

2. For MGBs that have logged less than 7300 cycles and never been overhauled or repaired, accomplish no later than 7300 cycles, and thereafter at intervals not to exceed 50 hours TIS.

For MGBs that have logged 7300 cycles or more, that have never been overhauled or repaired and compliance with requirement 1 cannot be ensured within the last 50 hours TIS, accomplish at the next ALF check, and thereafter at intervals not to exceed 50 hours TIS.

For MGBs which are newly overhauled or newly repaired and compliance with requirement 1 cannot be ensured within the last 50 hours TIS, accomplish at the next ALF check, and thereafter at intervals not to exceed 50 hours TIS.

Effective Date: 1 June 2006

DCA/SA365/37 Fenestron Rotor Blade Tuning Weights - Modification

Applicability: AS 365 N3 aircraft fitted with a quiet Fenestron, with MOD 0764B39 embodied or with Eurocopter Service Bulletin (SB) No. 64-00-21 accomplished, with MOD 0764B48 not embodied, and with tail rotor head P/Ns 365A33-3500-02 or 365A33-3500-03, and with blade attachment bushes P/N 365A33-3530-20.

Requirement: To prevent any risk of failure of the pitch control of each blade of the tail rotor, which may result in a high vibration levels felt by the crew at the pedal units, accomplish the following:

1. Install a tuning weight on each blade of the tail rotor, per the instructions in paragraph 2. of Eurocopter AS 365 N Alert Service Bulletin (ASB) No. 64.00.23, revision 1.

Note 1: Compliance with referenced ASB No. 64.00.23, revision 1 requires prior compliance with Eurocopter AS 365 N SBs No. 64.00.21 and No. 65.00.14.

2. Once blade tuning weights have been installed, comply with the instructions in paragraph 2.C. of ASB No. 64.00.23, revision 1.

(EASA AD 2006-0078 refers)

Note 2: Before installing blade attachment bushes and tail rotor heads (TRHs) held as spares, replace the blade attachment bushes, per the instructions in paragraph 2.B.5 of ASB No. 64.00.23, revision 1, and modify and re-identify the TRHs, per the instructions in paragraphs 2.B.2 and 2.C of ASB No. 64.00.23, revision 1.

- Compliance:**
1. By 1 September 2006, unless already accomplished.
 2. By 31 December 2006 or the next time the TRH is removed, whichever is the sooner.

Effective Date: 1 June 2006

DCA/SA365/38 Cancelled – DCA/SA365/47 refers

Effective Date: 30 August 2007

DCA/SA365/39A Tail Rotor Gearbox and Pitch Control Rod – Inspection and Replacement

Applicability: All model SA 365 N1, AS 365 N2 and AS 365 N3 aircraft.

Requirement: To prevent the loss of tail rotor pitch control, which could lead to loss of yaw control, accomplish the following:

1. Ensure that the TGB oil level is at the maximum level, per the instructions in paragraph 2.B.1. of Eurocopter AS 365 Alert Service Bulletin (ASB) No. 05.00.54.

2. Inspect the TGB magnetic plug for the presence of chips, per the instructions in paragraph 2.B.2. of ASB No. 05.00.54.

If no chips are found on the magnetic plug, flights can be resumed.

If chips are present on the magnetic plug, accomplish the instructions per paragraph 2.B.2.b) of ASB No. 05.00.54.

If the quantity of chips is above the criteria per ASB No. 05.00.54, replace the TGB before further flight.

If the quantity of chips is below the criteria per ASB No. 05.00.54, inspect the Tail Rotor Hub (TRH) pitch change spider bearing for axial play, per the instructions in paragraph 2.B.2.b.2) of ASB No. 05.00.54.

If axial play is found in the TRH pitch change spider, replace the bearing of the pitch control rod, per the instructions in paragraph 2.B.2.b.2) of ASB No. 05.00.54, before further flight.

If there is no axial play in the TRH pitch change spider plug, flights can be resumed.

(EASA AD 2006-0258 R1-E refers)

- Compliance:**
1. At every ALF-check.
 2. For TGBs not fitted with a magnetic plug with electrical indicating:

At the next scheduled check of the magnetic plug, and thereafter at intervals not to exceed 25 hours TIS.

For TGBs fitted with a magnetic plug with electrical indicating:

At the next scheduled check of the magnetic plug, and thereafter at intervals not to exceed 100 hours TIS or after illumination of the TGB “CHIP” warning light.

Note: Compliance with requirement 1 of this AD maybe accomplished by adding the inspection requirement to the tech log.

Effective Date: DCA/SA365/39 - 1 September 2006
DCA/SA365/39A - 29 October 2006

DCA/SA365/40 Starflex Star Arm Bushes – Inspection and Replacement

Applicability: All model SA 365 N, SA 365 N1, AS 365 N2, AS 365 N3, SA 365 C, SA 365 C1, SA 365 C2 and SA 365 C3 aircraft, fitted with all P/N MRH Starflex stars.

Requirement: To prevent failure of the Starflex star arm ends, which may result in high-amplitude vibrations making it difficult to control the aircraft, accomplish the following:

Visually inspect the Starflex star arm ends for distortion and inspect the condition of the adhesive bonding of the bushes, per the instructions in paragraph 2.B.1.a. of Eurocopter AS 365 N Alert Service Bulletin No. 05.00.51, revision 1 for AS 365 N series aircraft, and Eurocopter SA 365 C Alert Service Bulletin No. 05.28, revision 1 for SA 365 C series aircraft.

Visually inspect the composite material for delamination, per the instructions in paragraph 2.B.1.b. of AS 365 N ASB No. 05.00.51, revision 1 for AS 365 N series aircraft, and SA 365 C ASB No. 05.28, revision 1 for SA 365 C series aircraft.

If the bonding of a bush has failed, or if a star arm end is distorted, or if there is any signs of delamination of the composite material, remove and replace the Starflex star, before further flight.

(EASA 2006-0321-E refers)

Note: This AD introduces an additional requirement to inspect the composite material at the star arm ends for delamination. Refer to the instruction in paragraph 2.B.1.b. of the applicable ASB.

Compliance: Within the next 10 hours TIS, and thereafter at intervals not to exceed 10 hours TIS.

Effective Date: 26 October 2006

DCA/SA365/41 Engine Control Selector Switch Guard – Modification

Applicability: All model AS 365 N3 aircraft unless both MOD 0739C36 and MOD 0739B86 have been embodied.

Requirement: To prevent either of the engine control selectors levers unlocking due to wear of the locking pins and possibly resulting in unintentional selection of the engine idle position in flight, replace the engine control switch guards on the 12 ALPHA panel per the instructions in Eurocopter AS 365 Alert Service Bulletin (ASB) No. 76.00.08.

(EASA AD 2006-0255 refers)

Note: Selector switch guards P/Ns 800KU01B6AA or 800KU01D6AA and 801KU01C6AA or 801KU01E6AA held as spares, are not to be fitted to aircraft after 26 October 2007.

Compliance: Within the next 500 hours TIS or by 26 October 2007, whichever occurs sooner.

Effective Date: 26 October 2006

DCA/SA365/42 Main Rotor Head Frequency Adaptors - Modification

Applicability: All model SA 365 N, SA 365 N1, AS 365 N2 and AS 365 N3 aircraft, fitted with MRH frequency adaptors and bushes, and

Not embodied with MOD 0762C39, and used in hot climatic conditions and/or in a damp tropical atmosphere, or

Fitted with MRH frequency adaptors and bushes with MOD 0762C39 embodied.

Note 1: The P/Ns of the affected frequency adaptors and bushes are listed in paragraphs 2.B.2.v and 2.B.5 of Eurocopter AS 365 N Alert Service Bulletin (ASB) No. 62.00.24.

Requirement: To prevent deterioration and failure of the bush-to-Starflex star arm ends due to the effect of temperature on the strength of the Starflex star arm ends possibly causing high-amplitude in-flight vibrations or possibly making it impossible to control the helicopter, accomplish the following:

1. For aircraft fitted with MRH frequency adaptors not embodied with MOD 0762C39, and operated in hot climatic conditions and /or a damp tropical climate:

Embody MOD 0762C39 per the instructions in paragraphs 2.B.1, 2.B.2 and 2.B.3 of AS 365 N ASB No. 62.00.24.

2. For aircraft fitted with MRH frequency adaptors embodied with MOD 0762C39:

Inspect the frequency adaptors and bushes to confirm that the four holes align, and the lockwire is in place, per the instructions in paragraph 2.B.6. of AS 365 N ASB No. 62.00.24.

If the lockwire is in place and the holes are unblocked, no further action is required.

If the lockwire is not in place, rework as required and fit lockwire, before further flight.

If one or more holes are blocked, rework as required, before further flight.

(EASA AD 2006-0362-E refers)

Note 2: Temperatures above 27°C combined with a relative humidity above 74 % is considered to be a damp tropical atmosphere.

Note 3: Temperatures above 40°C is considered as hot climatic conditions.

Note 4: Before installing MRHs fitted with frequency adaptors, or before fitting frequency adaptors assemblies, or before fitting non-drilled frequency adapter bushes held as spares, embody MOD 0762C39.

Compliance:

1. Within the next 100 hours TIS unless already accomplished.
2. At 10 hours TIS and thereafter at intervals not to exceed 10 hours TIS.

Effective Date: 21 December 2006

DCA/SA365/43 Main Rotor Mast Nut – Inspection and Replacement

Applicability: All model SA 365 N, SA 365 N1, AS 365 N2 and AS 365 N3 aircraft.

Requirement: To prevent failure of the main rotor mast nut resulting in loss of the MRH and subsequent loss of the aircraft, inspect the mast nut for cracks or any signs of failure using a light source or a borescope, as applicable, per the instructions in paragraph 2.B of Eurocopter AS 365 Alert Service Bulletin (ASB) No. 62.00.23.

If the mast nut is cracked, replace the rotor mast nut, per the instructions in paragraph 2.B.2 of ASB No. 62.00.23, before further flight.

If no cracks are found, no further action is required.

(EASA AD 2006-0362-E refers)

Compliance: Before accumulating 1650 hours TIS since new or O/H on main rotor mast assemblies, or within 50 hours TIS on main rotor mast assemblies with more than 1650 hours TTIS, and thereafter at intervals not to exceed 1650 hours TIS.

Effective Date: 13 December 2006

DCA/SA365/44 Main & Tail Rotor Servo Controls – Inspection and Rework

Applicability: Model SA 365 N, SA 365 N1, AS 365 N2 and AS 365 N3 aircraft, all S/N

Fitted with Goodrich main or tail rotor servo-controls with the following P/N and S/N with no letter "R" marked in the inspection box of the servo-control identification plate:

P/N SC8033-2, S/N 1106.

P/N SC8034-2, S/N 598, 599 or 600.

Requirement: To prevent the incorrect installation of the servo-control cap from not mechanically limiting the rotation of the distributor, which could result in loss of aircraft rotor control, accomplish the following:

1. Inspect the aircraft and/or the aircraft log books to verify the P/N and S/N of the main rotor and tail rotor servo-controls in accordance with the instructions in paragraph 1.A of Eurocopter AS 365 Alert Service Bulletin (ASB) No. 67.00.13.

2. Replace all affected servo-controls per the instructions in paragraph 2.B. of AS 365 ASB No. 67.00.13.

Note: Affected servo-controls may not be fitted to any aircraft unless they have been returned to conformity per the instructions in paragraph 2.B. of AS 365 ASB No. 67.00.13.

(EASA AD 2007-0099 refers)

Compliance:

1. By 31 July 2007.
2. At the next removal of the servo-controls or by 31 May 2009, whichever is the later.

Effective Date: 31 May 2007

DCA/SA365/45 MGB Suspension Diagonal Cross-member – Inspection and Replacement

Applicability: Model AS 365 N, AS 365 N1 and AS 365 N2 aircraft, all S/N fitted with MGB suspension diagonal cross-members P/Ns 365A38-3023-20, 365A38-3023-21, 365A38-3023-22, 365A38-3023-23 and 365A38-3023-24.

Note 1: These cross-members are pre MOD 0763B80.

Note 2: This AD supersedes DCA/SA365/34 and includes an additional inspection if the diagonal cross-member has failed completely.

Requirement: To detect cracks in the diagonal cross-member which could result in loss of drive to the tail rotor drive shaft, accomplish the following:

Inspect the center portion of the MGB suspension diagonal cross-member for cracks and failure, per the instructions in paragraph 2.B of Eurocopter AS 365 N Alert Service Bulletin No. 05.00.37, revision 2.

Replace cracked diagonal cross-members per the instructions in paragraph 2.B.3.a of AS 365 N ASB No. 05.00.37, before further flight.

If the diagonal cross-member has failed completely, replace the cross-member per the instructions in paragraph 2.B.3.a and accomplish the instructions in paragraph 2.B.3.b of AS 365 N ASB No. 05.00.37, before further flight.

(EASA AD 2007-0129 refers)

Compliance: For AS 365 N and N1 Aircraft:

Before exceeding 15000 flight cycles or, for cross-members that have logged more than 15000 flight cycles, within the next 50 hours TIS or 250 flight cycles, whichever is sooner. Thereafter at intervals not to exceed 50 hours TIS or 250 flight cycles, whichever is the sooner.

For AS 365 N2 Aircraft:

Before exceeding 11000 flight cycles or, for cross-members that have logged more than 11000 flight cycles, within the next 50 hours TIS or 250 flight cycles, whichever is sooner. Thereafter at intervals not to exceed 50 hours TIS or 250 flight cycles, whichever is the sooner.

Effective Date: 31 May 2007

DCA/SA365/46 Tail Rotor Blade Pitch Control Shafts - Replacement

Applicability: Model SA 365 N1, AS 365 N2 and AS 365 N3 aircraft, all S/N, fitted with an aluminium Tail Rotor Blade Pitch Control Shaft P/N 365A33.6161.20 or P/N 365A33.6161.21

Requirement: To prevent failure of the tail rotor blade pitch control shaft due to the possibility of cracks which could result in loss of tail rotor control, accomplish the following:

1. Replace all aluminium Tail Rotor Blade Pitch Control Shafts P/N 365A33.6161.20 and 365A33.6161.21 with a steel shaft P/N 365A33.6214.20 per the instructions in Eurocopter AS365 Alert Service Bulletin (ASB) 01.00.59.
2. Aluminium tail rotor blade pitch control shafts P/N 365A33.6161.20 or P/N 365A33.6161.21 held as spares shall not be fitted to any aircraft.

(EASA AD 2007-0220 refers)

Compliance:

1. By 31 December 2007.
2. From 31 December 2007.

Effective Date: 30 August 2007

DCA/SA365/47A CPT 609 Crash Position Transmitter – Inspection and Replacement

Applicability: Model AS365 N3 aircraft, all S/N fitted with CPT 609 crash position transmitter beacons fitted with antenna P/N 070-0609-021.

Note 1: This AD revised to extend the compliance time for the replacement of antenna P/N 070-0609-021 with antenna P/N 070-0609-022.

Requirement: To prevent failure of the mounting base of the CPT 609 crash position transmitter beacon antenna due to vibration, which could cause loss of the crash location transmitter function, accomplish the following:

1. Inspect the antenna mounting base, per the instructions specified in paragraph 2.B.2 of Eurocopter AS 365 Alert Service Bulletin No. 05.00.53 or later approved revisions.

If the antenna is damaged or fails, replace the antenna, per the instructions specified in paragraph 2.B.2. of ASB No. 05.00.53, before further flight.

Note 2: Add and record the visual inspection requirements of this AD in the tech log. The visual inspection may subsequently be accomplished under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

2. Replace antenna P/N 070-0609-021 with antenna P/N 070-0609-022 per the instructions specified in paragraph 1.E.1.a of ASB No. 05.00.53.

Note 3: The installation of an antenna P/N 070-0609-022 per requirement 2 of this AD, terminates the post-flight inspections per requirement 1 of this AD.

3. Antennas P/N 070-0609-021 held as spares shall not be fitted to any aircraft affected by this AD.

(EASA AD 2007-0224R1 refers)

Compliance:

1. After every flight.
2. By 15 December 2007.
3. From 15 December 2007.

Effective Date: DCA/SA365/47 - 30 August 2007
DCA/SA365/47A - 27 September 2007

DCA/SA365/48 Upper Fin Attach Fittings – Inspection and Replacement

Applicability: Model SA365N1, AS365N2 and AS365N3 aircraft, all S/N.

Requirement: To prevent in-flight upper fin separation due to the possibility of cracked attach fittings, inspect the upper fin forward and aft upper and lower attach fittings, per the instructions in paragraph 2.B. of Eurocopter AS365 Alert Service Bulletin No. 05.00.55.

Replace cracked fittings per the instructions in paragraph 2.B. of ASB No. 05.00.55, before further flight.

(EASA AD 2007-0259-E refers)

Compliance: At 5000 hours TTIS on upper fin attach fittings, or within the next 15 hours TIS whichever is the later, and thereafter at intervals not to exceed 100 hours TIS.

Note: If the hours TTIS of the upper fin attach fittings cannot be established, the aircraft airframe hours TTIS shall be used.

Effective Date: 03 October 2007

DCA/SA365/49 Main Gearbox Planet Gear Carrier – Inspection and Replacement

Applicability: Model AS365N2, AS365N3, SA365C, SA365C1, SA365C2, SA365C3, SA365N, SA365N1 aircraft, all S/N.

Note: This AD supersedes DCA/SA365/32 and retains the requirements of that AD. This AD reduces the compliance time for the initial inspection of the MGB planet gear carrier from 265 hours TTIS to 50 hours TTIS.

Requirement: To prevent failure of the planet gear carrier which can lead to MGB seizure, accomplish the following:

1. Inspect the MGB gear carrier and replace as required, per the instructions in Eurocopter AS365N Alert Service Bulletin (ASB) No. 05.00.48, revision 1, or SA360/365C ASB No. 05.26, revision 1, as applicable to the aircraft model.
2. Before fitting a spare MGB held as spares, accomplish the inspections per the instructions in AS365N ASB No. 05.00.48 or SA360/365C ASB No. 05.26, as applicable to the aircraft model.

Compliance: 1. At the hours TTIS and intervals specified in Eurocopter AS365N Alert Service Bulletin (ASB) No. 05.00.48, revision 1, or SA360/365C ASB No. 05.26, revision 1, as applicable to the aircraft model.

2. From 29 November 2007.

(EASA AD 2007-0288-E refers)

Effective Date: 29 November 2007