

	<b>AIRWORTHINESS DIRECTIVE</b> <b>No F-2004-023</b>	Distribution: <b>A</b>	Issue date: <b>March 03, 2004</b>	Page : <b>1/3</b>
	<b>Direction générale de l'aviation civile France</b>	This Airworthiness Directive is published by the DGAC : <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..		<i>Translation of « Consigne de Navigabilité » of same number.          In case of difficulty, reference should be made to the French issue.</i>
<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>None</b>		
Person in charge of airworthiness: <b>EUROCOPTER</b>		Type(s): <b>AS 365 N, SA 366 and EC 155 helicopters</b>		
Type certificate(s) No. <b>86</b> TCDS No <b>159</b>				
ATA chapter: <b>63</b>	Subject: <b>Rotor drive - Check of main gearbox (MGB) base plate</b>			

**1. EFFECTIVITY:**

EUROCOPTER helicopters:

- SA 365 N, N1,
- SA 366 G1,
- AS 365 N2, N3,
- EC 155 B, B1,

} all serial numbers.

**2. REASON:**

This Airworthiness Directive (AD) is issued following the discovery of a crack on the MGB base plate of an AS 365 N2. This crack was detected in the MGB base plate, very close to the attachment of one of the laminated pads, and runs to the inside of the MGB base plate and then on the MGB casing. In time the growth of the crack may lead to the loss of rotor torque to structure transfer function.

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

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

**Note:** The MGB base plate is not a part that is to be followed up in service, except for EC 155 B and B1 helicopters versions. It is therefore not possible - except for the EC 155 B and B1 versions - to follow up the cycles specific to this part on overhauled or repaired MGBs on which the base plate may have been replaced during overhaul or repair of the MGB.

**3.1. On SA 365 N, N1 and SA 366 G1 helicopters versions:**

**3.1.1. Equipped with a MGB that has logged less than 9,900 cycles and has never been overhauled or repaired:**

- comply with paragraph 2.B.1. of the referenced EUROCOPTER Alert Telex (AT) corresponding to the helicopters version, at the latest at 9,900 cycles, then every 15 flying hours (FH).

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**3.1.2.** Equipped with a MGB that has logged 9,900 cycles and more and has never been overhauled or repaired:

- comply with paragraph 2.B.1. of the referenced AT corresponding to the helicopter version, at the latest at the ALF-check (check after the last flight of the day) following receipt of this AD, then every 15 FH.

**3.1.3.** Equipped with a newly overhauled or newly repaired MGB:

- comply with paragraph 2.B.1. of the referenced AT corresponding to the helicopter version, at the latest at the ALF-check following receipt of this AD, then every 15 FH.

**3.2.** On AS 365 N2, N3 helicopters versions:

**3.2.1.** Equipped with a MGB that has logged less than 7,300 cycles and has never been overhauled or repaired:

- comply with paragraph 2.B.1. of the referenced AT corresponding to the helicopter version, at the latest at 7,300 cycles, then every 15 FH.

**3.2.2.** Equipped with a MGB that has logged 7,300 cycles and more and has never been overhauled or repaired:

- comply with paragraph 2.B.1. of the referenced AT corresponding to the helicopter version, at the latest at the ALF-check following receipt of this AD, then every 15 FH.

**3.2.3.** Equipped with a newly overhauled or newly repaired MGB:

- comply with paragraph 2.B.1. of the referenced AT corresponding to the helicopter version, at the latest at the ALF-check following receipt of this AD, then every 15 FH.

**3.3.** On EC 155 B, B1 helicopters versions:

**3.3.1.** Equipped with a MGB base plate that has logged less than 2,600 cycles:

- comply with paragraph 2.B.2. of the referenced AT corresponding to the helicopter version, at the latest at 2,600 cycles, then after each last flight of the day, without exceeding 9 FH.

**3.3.2.** Equipped with a MGB base plate that has logged 2,600 cycles and more:

- comply with paragraph 2.B.2. of the referenced AT corresponding to the helicopter version, at the latest after the last flight of the day following receipt of this AD, without exceeding 9 FH, then after each last flight of the day, without exceeding 9 FH.

**3.4.** Before installation on an helicopters of a MGB held as spare, comply with the mandatory actions required by the paragraph 3.1., 3.2. or 3.3. above.

#### **4. REFERENCE PUBLICATIONS:**

EUROCOPTER AS 365 N Alert Telex No. 05.00.45  
EUROCOPTER SA 366 Alert Telex No. 05.29  
EUROCOPTER EC 155 Alert Telex No. 05A005.

#### **5. EFFECTIVE DATE:**

Upon receipt of the emergency AD issued on February 04, 2004.

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**6. REMARK:**

For questions concerning the technical contents of this AD's requirements, contact:

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**7. APPROVAL:**

This AD is approved under EASA reference No 2004-1042 dated February 10, 2004.