


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2006-0368R1</b>  <b>Corrected: 08 December 2010</b></p> <p><b>Date: 02 December 2010</b></p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p><b>Type Approval Holder's Name :</b> EUROCOPTER</p>		<p><b>Type/Model designation(s) :</b> SA 365 N, AS 365 N, SA 366 and EC 155 helicopters</p>
TCDS Number:	France N° 159	
Foreign AD:	Not applicable	
Revision:	This AD revises EASA AD 2006-0368-E dated 06 December 2006.	
<b>ATA 62</b>		
<b>Rotor – Rotor Mast Nut – Check / Replacement</b>		
Manufacturer(s):	EUROCOPTER (Formerly EUROCOPTER – FRANCE, AEROSPATIALE)	
Applicability:	<p>SA 365 N, SA 365 N1, AS 365 N2, AS 365 N3, SA 366 G1, EC 155 B and EC 155 B1 helicopters, all serial numbers, fitted with a mast nut Part Number (P/N) 360A31-1020-20 installed in main rotor mast assemblies.</p> <p><b>Note:</b>  This AD does not apply to helicopters that have modifications (MOD) 0762B88 and/or MOD 0762C42 embodied in-production or EUROCOPTER Service Bulletin No. 62-007 embodied in service as applicable to helicopter type. Embodiment of these modifications consists in replacement of mast nut P/N 360A31-1020-20 by mast nut P/N 365A31-2060-20 or P/N 365A31-2060-21, as applicable to helicopter type.</p>	
Reason:	<p>A cracked (partially failed) main rotor mast nut was discovered during a complete overhaul of a main rotor mast. The start of the crack was related to circular scoring found in the nut threads.</p> <p>This condition, if not detected and corrected, could lead to complete failure of the mast nut, possibly resulting in failure of the rotor mast and consequent loss of control of the helicopter.</p> <p>To address this unsafe condition, EASA issued Emergency AD 2006-0368-E to require repetitive inspections of the mast nut and, depending on findings, corrective actions.</p>	

	<p>Since issuance of EASA AD 2006-0368-E, EUROCOPTER has developed MOD 0762C42 to improve the strength of the mast nut by changing its material.</p> <p>The embodiment of MOD 0762C42 or the in-service replacement of mast nut P/N 360A31-1020-20 by mast nut P/N 365A31-2060-20 or P/N 365A31-2060-21 (as applicable to helicopter type) constitutes an optional terminating action to the repetitive inspection requirements of this AD. For this reason, EASA AD 2006-0368-E is revised to inform which helicopters remain subject to inspections and replacement requirements of this AD.</p> <p>This AD is republished to correct a typographical error in the replacement mast nut part numbers referenced in this AD.</p>
Effective Date:	<p>Revision 1: 16 December 2010.</p> <p>Original issue: 08 December 2006.</p>
Required action(s) and Compliance Time(s):	<p>The following measures are rendered mandatory from 08 December 2006 [the effective date of the original issue of this AD]:</p> <p><b>(1) SA 365 N, SA 365 N1, AS 365 N2 and AS 365 N3 helicopters.</b></p> <p><b>(1.1).</b> Main rotor mast assemblies having logged <u>less</u> than 1,600 flight hours since new or complete overhaul.</p> <p>At the latest at 1,650 flight hours since new or complete overhaul, then at intervals not exceeding 1,650 flight hours, inspect the mast nut using a light source or a borescope if MOD 0762B33 or MOD 0762B69 is not embodied or using a borescope if MOD 0762B33 or MOD 0762B69 is embodied, to ensure that there is no crack or failure in the mast nut, in compliance with the instructions specified in paragraph 2.B of EUROCOPTER AS 365 Alert Service Bulletin (ASB) No. 62.00.23 referenced below.</p> <p><b>(1.2).</b> Main rotor mast assemblies having logged <u>more</u> than 1,600 flight hours since new or complete overhaul:</p> <p>No later than within 50 flight hours, then at intervals not exceeding 1,650 flight hours, inspect the mast nut using a light source or a borescope if MOD 0762B33 or MOD 0762B69 is not embodied or using a borescope if MOD 0762B33 or MOD 0762B69 is embodied, to ensure that there is no crack or failure in the mast nut, in compliance with the instructions specified in paragraph 2.B of EUROCOPTER AS 365 ASB No. 62.00.23 referenced below.</p> <p><b>(2) SA 366 G1 helicopters:</b></p> <p><b>(2.1)</b> Main rotor mast assemblies having logged <u>less</u> than 960 flight hours since new or complete overhaul:</p> <p>At the latest at 990 flight hours since new or complete overhaul, then at intervals not exceeding 990 flight hours, inspect the mast nut using a light source or a borescope if MOD 0762B33 or MOD 0762B69 is not embodied or using a borescope if MOD 0762B33 or MOD 0762B69 is embodied, to ensure that there is no crack or failure in the mast nut, in compliance with the instructions specified in paragraph 2.B of EUROCOPTER SA 366 ASB No. 62.12 referenced below.</p> <p><b>(2.2).</b> Main rotor mast assemblies having logged <u>more</u> than 960 flight hours since new or complete overhaul:</p> <p>No later than within 30 flight hours, then at intervals not exceeding 990 flight hours, inspect the mast nut using a light source or a borescope if MOD 0762B33 or MOD 0762B69 is not embodied or using a borescope if MOD 0762B33 or MOD 0762B69 is embodied, to ensure that there is no crack or failure in the mast nut, in compliance with the instructions specified in paragraph 2.B of EUROCOPTER SA 366 ASB No. 62.12 referenced below.</p>

	<p><b>(3) EC 155 B and EC 155 B1 helicopters:</b></p> <p><b>(3.1)</b> Main rotor mast assemblies (<u>pre</u> MOD 0762B88 or not modified in accordance with SB No. 62-007), having logged <u>less</u> than 610 flight hours since new:</p> <p>At the latest at 660 flight hours since new, then at intervals not exceeding 660 flight hours, inspect the mast nut using a borescope to ensure that there is no crack or failure in the mast nut, in compliance with the instructions specified in paragraph 2.B of EUROCOPTER EC 155 Alert Service Bulletin (ASB) No. 62A014 referenced below.</p> <p><b>(3.2)</b> Main rotor mast assemblies (<u>pre</u> MOD 0762B88 or not modified in accordance with SB No. 62-007), having logged <u>more</u> than 610 flight hours since new:</p> <p>No later than within 50 flight hours, then at intervals not exceeding 660 flight hours, inspect the mast nut using a borescope to ensure that there is no crack or failure in the mast nut, in compliance with the instructions specified in paragraph 2.B of EUROCOPTER EC 155 Alert Service Bulletin (ASB) No. 62A014 referenced below.</p> <p><b>(4) Interpretation of the results:</b></p> <p>(4.1) If, during any of the inspections as required by this AD, a crack / failure is found in the mast nut, before next flight, remove and replace the rotor mast nut, in accordance with the instructions specified in paragraph 2.B.2 of the referenced ASB corresponding to the helicopter version.</p> <p>(4.2) Replacement of the mast nut as required by paragraph (4.1) of this AD does not constitute terminating action for the repetitive inspections required by this AD.</p> <p><b>(5) Optional terminating action:</b></p> <p>Modification of a helicopter by replacing rotor mast nut P/N 360A31-1020-20 with rotor mast nut P/N 365A31-2060-20 or P/N 365A31-2060-21, as applicable to helicopter type, constitutes terminating action for the repetitive inspection requirements of this AD for that helicopter.</p>
Ref. Publications:	<p>EUROCOPTER AS 365 Alert Service Bulletin No. 62.00.23 original issue dated 22 November 2006 and revision 1 dated 27 October 2010,</p> <p>EUROCOPTER SA 366 Alert Service Bulletin No. 62.12 original issue dated 22 November 2006 and revision 1 dated 27 October 2010,</p> <p>EUROCOPTER EC 155 Alert Service Bulletin No. 62A014 original issue dated 22 November 2006 and revision 1 dated 27 October 2010,</p> <p>EUROCOPTER EC 155 Service Bulletin No. 62-007 original issue dated 02 March 2006.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication.</li> <li>3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> </ol>

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|  | <p>4. For any question concerning the technical content of the requirements in this AD, please contact: EUROCOPTER (STD1) - Aéroport de Marseille Provence 13725 Marignane Cedex - France. Tel: 33 (0) 4 42 85 97 97 - Fax: 33 (0) 4 42 85 99 66.<br/>E-mail: <a href="mailto:Directive.technical-support@eurocopter.com">Directive.technical-support@eurocopter.com</a>.</p> |
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