AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/ECUREUIL/112 and issues the following AD under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Eurocopter AS 350 (Ecureuil) Series Helicopters

AD/ECUREUIL/112 Cabin Vibration Damper Assembly 12/2006 Amdt 1

Applicability:

1. Eurocopter AS 350 B, BA, BB, B1, B2, B3 and D helicopters fitted with:

   a. a cabin vibration damper assembly installed on the right hand (RH) side of the helicopter; and

   b. an automatic flight control system;

   and

2. Eurocopter EC 130 B4 helicopters fitted with cabin vibration damper blades and which have never been modified per modification 073565.

Requirement:

1. Visually check the visible areas of the blade of the vibration damper assembly, installed on the RH side of the helicopter, for cracks, in accordance with paragraph 2.B.1 of Eurocopter AS 350 Alert Service Bulletin (ASB) No. 05.00.48 dated 24 May 2006, or Eurocopter EC130 ASB 05A002 dated 28 June 2006, or any subsequent EASA approved revisions, as is applicable.

2. If a crack is found, remove the RH vibration damper assembly, replace the cracked blade and re-install the vibration damper assembly fitted with a new blade, and adjust the vibration damper in accordance with Eurocopter ASB No. 05.00.48, or Eurocopter EC130 ASB 05A002, or any subsequent EASA approved revisions, as is applicable.

3. For AS350 helicopters modified per MODs 072262, 071543 and OP1055 install a vibration damper/casing assembly on the RH side of the helicopter, in accordance with paragraph 2 of Eurocopter ASB No. 53.00.34 or any subsequent EASA approved revisions, as is applicable.

4. For EC 130B4 helicopters not modified per MOD 073521 (SB No. 53-006) and MOD 073525 (SB No. 53-007), install a vibration damper/casing assembly on the RH and LH side of the helicopter, in accordance with paragraphs 2.B.1, 2.B.2. and 2.B.5. of Eurocopter ASB No. 53A008 or any subsequent EASA approved revisions, as is applicable.

Eurocopter AS 350 (Ecureuil) Series Helicopters

AD/ECUREUIL/112 Amdt 1 (continued)

5. For EC 130B4 helicopters modified per MOD 073521 (SB No. 53-006) or MOD 073525 (SB No. 53-007), install a vibration damper / casing assembly on the RH and LH side of the helicopter, in compliance with the instructions specified in paragraphs 2.B.1, 2.B.3. and 2.B.5. of Eurocopter ASB No. 53A008 or any subsequent EASA approved revisions, as is applicable.

Terminating Action.

Compliance with Requirements 3 or 4 or 5 as is applicable provides terminating action to the repetitive inspections detailed in Requirement 1 of this AD.

Note: EASA AD 2006-0273 dated 4 September 2006 and AD 2006-0278 dated 7 September 2006 refers.

Compliance:

1. Repetitively before the first flight of the day after the effective date of this AD.
2. Before further flight.
3. No later than 30 June 2007.
4. No later than 31 May 2007.
5. No later than 31 May 2007.

This Amendment becomes effective on 23 November 2006.

Background: In the event of a failure of the blade of the RH cabin vibration damper assembly, for helicopters fitted with an automatic flight control system, the failed part that remains trapped in the bottom structure lower fairing can interfere with the trim actuator rod which is installed nearby. Such interference could jam the flight controls.

This amendment introduces a mandatory modification to the vibration damper assembly which terminate the repetitive inspection called up in this AD.

The original issue of this AD became effective 20 June 2005.

James Coyne
Delegate of the Civil Aviation Safety Authority

13 October 2006