

**2010-02-07 Eurocopter France:** Amendment 39-16177. Docket No. FAA- 2010-0047; Directorate Identifier 2009-SW-28-AD. Supersedes AD 2003- 15-51, Amendment 39-13276, Docket No. 2003-SW-34-AD.

**Applicability:**

Eurocopter France Model SE3160, SA315B, SA316B, SA316C, and SA319B helicopters, with main rotor blade (blade) part number L3160- 100-01, serial number (S/N) 600 through 671 (except those identified with both "SB L3160-P-001A" and "SB L3160-P-001B" next to the blade data plate), produced under a Parts Manufacturer Approval based on Supplemental Type Certificate SH778GL, installed, certificated in any category.

**Compliance:**

Required as indicated.

To prevent failure of a blade and subsequent loss of control of the helicopter, do the following:

(a) Within 10 hours time-in-service (TIS), unless accomplished previously, tap and visually inspect each blade, S/N 600 through 666, 668 through 669, and 671 (except those identified with "SB L3160-P-001A" next to the blade data plate) in the root doublers for a void and in the forward and aft edges for a paint crack in the areas depicted in Figure 1 of Phlight of Phancy Corp. Service Bulletin No. SB L3160-P-001, dated May 20, 2009 (SB), and by following the Accomplishment Instructions, Part A, paragraph 2.a. through 2.e., of the SB.

(1) If there is no void or paint crack in the root doublers or fitting, and the only void you find is isolated in the .25 inch edge band of a doubler or a fitting as depicted in Figure 1 of the SB, repeat the inspection at intervals not to exceed 30 hours TIS.

(2) If you find a void in any doubler or any root fitting not isolated to the .25 inch band as depicted in Figure 1 of the SB or a paint crack of any length along the forward or aft edge of a root fitting between Blade Stations 35.02 and 42.52, replace the blade with an airworthy blade before further flight.

(b) Within 10 hours TIS, unless accomplished previously, inspect each blade, S/N 600 through 671 (except those identified with "SB L3160-P-001B" next to the blade data plate), in the areas depicted in Figures 2 and 3 and by following the Accomplishment Instructions, Part B, of the SB as follows:

(1) Remove the paint and coin tap inspect the upper and lower surface of the No. 2 spar to tip weight housing bond as depicted in Figure 2 of the SB for a bond void. Conduct the inspection by following the Accomplishment Instructions, Part B, paragraphs 2.a. through 2.e. of the SB.

(2) Using a 10X or higher magnifying glass, visually inspect the No. 1 spar around the through pins for hole elongation, a crack in the spar, and pin movement (pins should be flush with upper and lower spar surfaces). Visually inspect the tip weight housing outboard face for evidence of movement relative to the spar (tip weight housing should be flush with the face of No. 1 and 2 spars).

(3) Measure the thickness of the upper and lower spar by using calipers held against the face of the No. 1 spar in alignment with the through pins as depicted in Figure 3 of the SB.

- (4) If you find any of the following, replace the blade with an airworthy blade before further flight:
- (i) A void between the No. 2 spar and tip weight housing;
  - (ii) In the No. 1 spar, either a crack, an elongated through pinhole, movement of a through pin, or a through pin that is not flush with the spar surface;
  - (iii) Movement of the tip weight housing or a tip weight housing that is not flush with the No. 1 and No. 2 spar; or
  - (iv) An upper or lower spar with thickness less than 0.045 inch.
- (5) If you do not find any of the discrepancies identified in paragraph (b)(4)(i) through (b)(4)(iv) of this AD, repeat the inspections required by paragraph (b) of this AD at intervals not to exceed 30 hours TIS.
- (c) Replacing an affected blade with an airworthy blade with a serial number that is not included in the "Applicability" section of this AD constitutes terminating action for the requirements of this AD.
- (d) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Rotorcraft Directorate, Rotorcraft Certification Office, ATTN: DOT/FAA Southwest Region, Martin Crane, ASW-170, Aviation Safety Engineer, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5170, fax (817) 222-5783, for information about previously approved alternative methods of compliance.
- (e) Special flight permits will not be issued.
- (f) The Joint Aircraft System/Component (JASC) Code for the subject of this AD is Code 6210: Main rotor blades.
- (g) Inspect the blades by following the specified portions of the Phlight of Phancy Corp. Service Bulletin SB L3160-P-001, dated May 20, 2009. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Phlight of Phancy Corp., 791 Westport Parkway, Fort Worth, Texas 76177-4511, telephone 817-491-6755, fax 817-491-6759. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: [http:// www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).
- (h) This amendment becomes effective on February 12, 2010.