



No.	CF-2000-06R1	1/2
Date	23 August 2000	

AIRWORTHINESS DIRECTIVE

THE FOLLOWING AIRWORTHINESS DIRECTIVE (AD) MAY BE APPLICABLE TO AN AIRCRAFT, WHICH OUR RECORDS INDICATE IS REGISTERED IN YOUR NAME. ADS ARE ISSUED PURSUANT TO **CANADIAN AVIATION REGULATION (CAR) 593**. PURSUANT TO **CAR 605.84** AND THE FURTHER DETAILS OF **CAR STANDARD 625, APPENDIX H**, THE CONTINUING AIRWORTHINESS OF AN AIRCRAFT IS CONTINGENT UPON COMPLIANCE WITH ALL APPLICABLE ADS. FAILURE TO COMPLY WITH THE REQUIREMENTS OF AN AD MAY INVALIDATE THE FLIGHT AUTHORIZATION OF THE AIRCRAFT. ALTERNATIVE MEANS OF COMPLIANCE SHALL BE APPLIED FOR IN ACCORDANCE WITH **CAR 605.84** AND THE ABOVE-REFERENCED **STANDARD**. THIS AD HAS BEEN ISSUED BY THE CONTINUING AIRWORTHINESS DIVISION, AIRCRAFT CERTIFICATION BRANCH, TRANSPORT CANADA, OTTAWA.

CF-2000-06R1 EUROCOPTER CANADA

Applies to all Eurocopter Canada Limited (ECL) Left-Side Pilot Configuration kits, Transport Canada Supplemental Type Certificate (STC) SH96-32, Issues 1 through 5, installed in Eurocopter France (Aerospatiale) AS 350 BA and B2 helicopters.

Compliance is required within the next 100 hours air time or 30 days after the effective date of this directive, whichever occurs first, unless already accomplished.

There was an incident with an AS 350 helicopter, equipped with ECL Left-Side Pilot Configuration STC SH96-32, in which the collective locking device engaged during flight. This inadvertent engagement was caused by an improper adjustment of the original (old) locking device provided in the STC kit. ECL issued a Service Information SI-ECL-98-67-001 Revision 1, dated 20 April 1998, that highlighted the importance of adjusting the device properly and provided instructions for doing so. However, the possibility exists that installers could still improperly adjust the device. ECL has designed an improved locking device (new) that eliminates the possibility of inadvertent engagement. The ECL Service Bulletin ECL-99-67-002 Revision 2, dated 23 September 1999, introduces this design and requires that all AS 350 BA and B2 helicopters with ECL Left-Side Pilot Configuration be modified with the new locking device.

Additionally, the original STC kit did not have a second locking feature in the control quadrant assembly as required by FAR 27.607. Service Bulletin ECL-98-76-002 Revision 2, dated 26 January 2000 corrects this problem with a self-locking castellated nut and cotter pin to replace a castellated nut and cotter pin.

1. To prevent an inadvertent engagement of the old collective locking device during flight, install the new locking device as per Service Bulletin ECL-99-67-002 Revision 2, dated 23 September 1999, or later revisions approved by the Director, Aircraft Certification, Transport Canada.
2. To bring the design into conformance with FAR 27.607, replace the nut in the control quadrant as per Service Bulletin ECL-98-76-002 Revision 2, dated 26 January 2000, or later Transport Canada approved revisions.

STC kits produced under STC SH96-32, Issue 6 or later revisions approved by Transport Canada, have the intent of this AD incorporated in production.

This revision supersedes Airworthiness Directive CF-2000-06 issued 1 March 2000.

This directive retains the 17 April 2000 effective date of Airworthiness Directive CF-2000-06.

For Minister of Transport



for B. Goyaniuk
Chief, Continuing Airworthiness

For further information contact a Transport Canada Centre, or Mr. Alan Stewart, Continuing Airworthiness, Ottawa, telephone (613) 941-8385, facsimile (613) 996-9178 or e-mail stewaal@tc.gc.ca.