


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2010-0023R1</b></p> <p><b>Date: 18 March 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>		
<b>Type Approval Holder's Name :</b>		<b>Type/Model designation(s) :</b>
EUROCOPTER		AS 355 helicopters
TCDS Number : EASA.R.146		
Foreign AD : Not applicable		
Revision: This AD revises EASA AD 2010-0023 dated 23 February 2010 and corrected 24 February 2010		
<b>ATA 53</b>	<b>Fuselage – Engine and Main Gearbox Cowling Locking – Modification</b>	
Manufacturer(s):	EUROCOPTER (formerly EUROCOPTER FRANCE, AEROSPATIALE).	
Applicability:	All AS355E, F, F1 and F2 helicopters, all serial numbers.	
Reason:	<p>Several cases of flight with unsecured engine cowls resulting in untimely in-flight opening of an engine or Main Gearbox (MGB) cowling have occurred. These events were caused by incorrect locking of the cowlings or by the absence of a check for correct closing.</p> <p>An unlocked cowling may be lost in flight, which could seriously affect flight safety, as well as safety of persons on the ground.</p> <p>Several modifications have been designed and successfully installed on helicopters in use in UK. These modifications, with the exception of Aerospace Design Facilities Mod ADF2007-021, are intended to improve the detection of unlocked cowlings by the pilot before take-off. Aerospace Design Facilities Ltd Mod ADF2007-021 (EASA STC 10028585) introduces a secondary latch aimed at retaining the cowling to the airframe in the event that the primary latches are not latched. This AD mandates the installation of one such modification to minimise the probability of flight with the cowl open.</p> <p>The revision 1 of this AD has been published to include point (1.4) to the Required Actions and Compliance Time section as alternate option to comply with the AD requirements and to clarify the requirement of paragraph (2) regarding painting of flags.</p>	

Effective Date:	Revision1: 01 April 2010 Original: 09 March 2010
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless already accomplished:</p> <p>(1) Within 24 months after the effective date of this AD accomplish one of the following five options:</p> <p>(1.1) Install EUROCOPTER Modification No. 073313 in accordance with the instructions of EUROCOPTER Service Bulletin No. 53.00.24 – Improvement to engine and MGB cowling locking; or</p> <p>(1.2) Install EUROCOPTER UK (McAlpine Helicopters) modification MCH/A/355/597 – Installation of cockpit warning; or</p> <p>(1.3) Install Aerospace Design Facilities modification ADF 2007-021 (EASA STC 10028585) – Installation of cowling secondary safety latch; or</p> <p>(1.4) Install Aerospace Design Facilities modification ADF 350/5-101 – Installation of cowling secondary safety latch; or</p> <p>(1.5) Install Aero Engineering Design Ltd modification 31-10-013 – installation of cockpit warning;</p> <p>(2) For (1.1) the painting of the flags must be in a conspicuous and contrasting colour to the colour scheme of the helicopters.</p> <p>Note: This painting may be approved by the competent authority (EASA for EU registered helicopters) as a MINOR modification.</p>
Ref. Publications:	Eurocopter Service Bulletin No. 53.00.24 revision 0. The use of later approved revisions of this document is acceptable for compliance with requirements of this AD.
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 original issue of this AD was posted on 17 December 2009 as PAD 09-140 for consultation until 13 January 2010. The Comment Response can be found at <a href="http://ad.easa.europa.eu">http://ad.easa.europa.eu</a>.</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> <li>4. For any questions concerning the technical content of the requirements in the referenced EUROCOPTER SB, please contact: EUROCOPTER (STDI) – Aéroport de Marseille Provence 13725 Marignane Cedex – France. Tel: +33(0)4 42 85 97 97 – Fax: +33(0)4 42 85 99 66, E-mail: <a href="mailto:Directive.technical-support@eurocopter.com">Directive.technical-support@eurocopter.com</a> .</li> <li>5. For any questions concerning the technical content of the requirements in the referenced Aerospace Design Facilities Ltd. Design changes ADF2007-021 (EASA STC 10028585), contact can be made through their website <a href="http://www.aerospacedesign.co.uk">www.aerospacedesign.co.uk</a>, which also includes details of the secondary latching system.</li> <li>6. For any questions concerning the technical content of the requirements in the referenced AeroEngineering Design Ltd. Modification 31-10-013 please contact: AeroEngineering Design Ltd., 9 Argosy Rd. Derby, Derbyshire, D74 2NG, UK.</li> <li>7. For any questions concerning the technical content of the requirements in the referenced Eurocopter UK modification MCH/A/355/597 please contact: Eurocopter UK Limited, Oxford Airport, Kidlington, Oxford; OX5 1QZ, UK</li> </ol>