EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2006 - 0254 **Date: 22 August 2006**

No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.

Type Approval Holder's Name:	**Type/Model designation(s):**
EUROCOPTER	AS 355 N

TCDS Number: DGAC No. 168

Foreign AD: Not applicable.

Supersedes: DGAC AD 1999-469-058(A) R2

ATA 80	**Starting – Starter Generator Vibration**
Manufacturer(s):	EUROCOPTER (formerly EUROCOPTER-FRANCE, AEROSPATIALE)
Applicability:	AS 355 N helicopters equipped with starter generators, all part numbers (PN), except helicopters modified jointly, in compliance with: - TURBOMECA Service Bulletin (SB) No. 319 78 0073 (engine exhaust pipe with restraining cables) which corresponds to embodiment of modification TU 106, and - Eurocopter SB No. 80.00.12 (Modification to starter generator, PN 524-061) which corresponds to the embodiment of MOD 073159.
Reason:	Airworthiness Directive (AD) F-1999-469-058 R2 was issued by the DGAC following some cases of starter generator deterioration, which may lead to the failure of the engine exhaust pipe ejector attachment lugs and result in the loss of the exhaust pipe ejector in flight. Following a case of failure of a restraining cable, this AD: - Replaces AD F-1999-469-058 R2, - Makes the new maintenance, suited to the various cases of embodiment of MOD TU 106 and MOD 073159, mandatory.
Effective Date:	01 September 2006

Compliance:	Unless already carried out, the following measures are mandatory as from the effective date of this AD: **1. Helicopters before embodiment of TU 106 and before embodiment of MOD 073159:** **1.1.** Each time a starter generator is installed on a helicopter, check the vibration level of the starter generator, in compliance with paragraph 2.B.1. of the referenced Alert Service Bulletin (ASB). **1.2.** As from installation of the starter generator: - after 10 to 15 flying hours, check the vibration level of the starter generator and the tightening torque of the attachment clamp, in compliance with paragraphs 2.B.1. and 2.B.2 of the referenced ASB, - then, check the vibration level of the starter generator, in compliance with paragraph 2.B.1. of the referenced ASB, within the following time limits: - after 25 to 35 flying hours, - after 45 to 55 flying hours, - after 70 to 80 flying hours, - then, at 110-flying hour intervals. **2. Helicopters after embodiment of TU 106 and before embodiment of MOD 073159:** **2.1.** Each time a starter generator is installed on a helicopter, check the vibration level of the starter generator, in compliance with paragraph 2.B.1. of the referenced ASB. **2.2.** As from installation of the starter generator: - after 10 to 50 flying hours, check the vibration level of the starter generator and the tightening torque of the attachment clamp, in compliance with paragraphs 2.B.1. and 2.B.2. of the referenced ASB, - then check the vibration level of the starter generator at 220-flying hour intervals, in compliance with paragraph 2.B.1. of the referenced ASB. **2.3.** Modification TU 106 is no longer considered as valid if at least one restraining cable has failed. Consequently: - Check the vibration level of the starter generator and the tightening torque of the attachment clamp once within 10 flying hours after the restraining cable failure, in compliance with paragraph 2.B. of the referenced ASB. - resume the periodic vibration measurements in accordance with the maintenance requirements “before embodiment of TU 106" (see paragraph 1 above).

	3. Helicopters before embodiment of TU 106 and after embodiment of MOD 073159: As from installation of the starter generator: - after 10 to 15 flying hours, check the vibration level of the starter generator and the tightening torque of the attachment clamp, in compliance with paragraphs 2.B.1. and 2.B.2. of the referenced ASB, - then, check the vibration level of the starter generator at 220-flying hour intervals, in compliance with paragraph 2.B.1. of the referenced ASB.
Ref. Publications:	EUROCOPTER AS 355 Alert Service Bulletin No. 01.00.45 R1 or later approved revisions.
Remarks:	1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. This AD was posted as PAD 06-185 for consultation on 14 July 2006 with a comment period until 24 July 2006. No comments were received during the consultation period. 3. Enquiries regarding this AD should be addressed to Mr. M. Capaccio, AD Focal Point, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any questions concerning the technical content of the requirements in this AD, 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: Directive.technical-support@eurocopter.com