


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2007-0259R1</b>  <b>[Correction: 26 February 2010]</b></p> <p><b>Date: 11 February 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>		
<p><b>Type Approval Holder's Name :</b></p> <p>EUROCOPTER</p>		<p><b>Type/Model designation(s) :</b></p> <p>EC 155 helicopters</p>
<p>TCDS Number : France No. 159</p>		
<p>Foreign AD : Not applicable</p>		
<p>Revision : This AD revises and replaces EASA Emergency AD 2007-0259-E dated 28 September 2007.</p>		
<p><b>ATA 53</b></p>		<p><b>Fuselage – Upper Fin / Fenestron Fittings – Inspection / Replacement</b></p>
<p>Manufacturer(s): Eurocopter (formerly Eurocopter France, Aerospatiale)</p>		
<p>Applicability: EC 155 B and EC 155 B1 helicopters, all serial numbers.</p>		
<p>Reason:</p>		<p>In 2007, an in-flight event was reported on an EC 155 B1 helicopter, causing the loss of the fin. Subsequent investigation discovered a crack in the fittings attaching the upper fin on the fenestron (tail rotor assembly).</p> <p>This condition, if not detected and corrected, could result in in-flight detachment of the fin, possibly leading to a critical flight condition or injury to persons on the ground.</p> <p>Prompted by this event and pending the results of the investigation, EASA issued Emergency AD 2007-0259-E to require repetitive inspections of the fittings attaching the upper fin on EC 155 helicopters, as well as on SA 365, AS 365 and SA 366 helicopters which are fitted with the same fin design.</p> <p>As a result of the investigations, it has been concluded that this unsafe condition cannot occur on SA 365, AS 365 and SA 366 helicopters, due to the lower loads compared to those on the EC 155 type design. Consequently, this AD has been revised to delete those helicopters from the Applicability of the AD and the repetitive inspections are no longer required for those helicopters.</p> <p>This AD has been republished to refer to the correct TCDS Number.</p>

Effective Date:	Revision 1 : 11 February 2010 Original issue : 02 October 2007
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within 15 flight hours (FH) after the effective date of the original issue of this AD, or within 55 FH since the first flight of the helicopter, whichever occurs later, inspect the forward and aft upper fittings and the forward and aft lower fittings of the upper fin in accordance with the instructions of Eurocopter EC155 Alert Service Bulletin (ASB) 05A017.</li> <li>(2) After accomplishment of the initial inspection as required by paragraph (1) of this AD, repeat the inspection at intervals not exceeding 55 FH in accordance with the instructions of Eurocopter EC155 ASB 05A017.</li> <li>(3) If, during any of the inspections, cracks are detected, before further flight, replace the affected fitting(s) in accordance with the instructions of Eurocopter EC155 ASB 05A017.</li> <li>(4) Within 30 days after replacement of a fitting as required by paragraph (3) of this AD, send a report to Eurocopter in accordance with the instructions of Eurocopter EC155 ASB 05A017.</li> <li>(5) Replacement of fittings as required by paragraph (3) of this AD does not constitute terminating action for the repetitive inspection requirements of this AD.</li> </ol>
Ref. Publications:	<p>Eurocopter EC155 ASB 05A017 original issue dated 28 September 2007, or Revision 1 dated 27 January 2010.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
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 required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication.</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 question concerning the technical content of the requirements in this AD, please contact: EUROCOPTER (STDI) – Aéroport de Marseille Provence, 13725 Marignane Cedex, France telephone +33 (0) 4 42 85 97 10, facsimile +33 (0) 4 42 85 99 66; E-mail: <a href="mailto:Directive.technical-support@eurocopter.com">Directive.technical-support@eurocopter.com</a></li> </ol>