


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2015-0181</b></p> <p><b>Date: 31 August 2015</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 EU 748/2012, Part 21.A.3B. In accordance with EU 1321/2014 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 [EU 1321/2014 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>Design Approval Holder's Name:</b> AIRBUS HELICOPTERS</p>	<p><b>Type/Model designation(s):</b> AS 355 NP Helicopters</p>	
<p>TCDS Number:</p>	<p>EASA.R.146</p>	
<p>Foreign AD:</p>	<p>Not applicable</p>	
<p>Supersedure:</p>	<p>This AD supersedes EASA Emergency AD 2011-0192-E dated 04 October 2011.</p>	
<p><b>ATA 26</b></p>	<p><b>Fire Protection – Engine Fire Extinguisher System – Modification</b></p>	
<p>Manufacturer(s):</p>	<p>Airbus Helicopters (formerly Eurocopter, Eurocopter France)</p>	
<p>Applicability:</p>	<p>AS 355 NP helicopters, all serial numbers, if equipped with the ARRIUS 1A1 engine fire extinguishing system through production modification (mod) OP-3931, except those incorporating Airbus Helicopters (AH) mod 07-3990.</p>	
<p>Reason:</p>	<p>During an inspection of the engine fire extinguishing system on an AS 355 NP helicopter, it was discovered that the left hand (LH) discharge system of the fire extinguishers was connected to the right hand (RH) engine compartment and the RH discharge system was connected to the LH engine compartment. Investigation showed that this erroneous installation aspect was inherent in Eurocopter production modification OP-3931.</p> <p>This condition, if not detected and corrected, could lead, in case of fire in one of the engine compartments, to the activation and discharge of the fire extinguishers in the wrong engine compartment, possibly resulting in an uncontrolled fire.</p> <p>To address this potentially unsafe condition, Eurocopter issued Emergency Alert Service Bulletin (ASB) No 26.00.09 with appropriate instructions and, consequently, EASA issued Emergency AD 2011-0192-E to require installation of a temporary placard to warn the flight crew, and interchanging of the positions of the squibs on each of the fire extinguishers.</p> <p>Since EASA Emergency AD 2011-0192-E was issued, Airbus Helicopters has developed a permanent modification of the discharge system (mod 07-3990) to restore the configuration of the positions of the squibs on each of the fire extinguishers in line with the control buttons. Airbus Helicopters ASB No.</p>	

	<p>AS355-26.00.10 contains the instructions for this modification to be accomplished on in-service rotorcraft.</p> <p>For the reason described above, this AD retains the requirements of EASA Emergency AD 2011-0192-E, which is superseded, and requires modification of the engine fire extinguishing discharge system.</p>
Effective Date:	14 September 2015
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p><b>Restatement of the requirements of EASA Emergency AD 2011-0192-E:</b></p> <ol style="list-style-type: none"> <li>(1) Within 10 flight hours (FH) after 06 October 2011 [the effective date of EASA Emergency AD 2011-0192-E], install a placard on the instrument panel in full view of the flight crew in accordance with the instructions of § 3.B.2 of the Eurocopter AS355NP ASB No 26.00.09. For the placard content, see Appendix 1 of this AD.</li> <li>(2) Within 110 FH after 06 October 2011 [the effective date of EASA Emergency AD 2011-0192-E], interchange the positions of the squibs on each of the fire extinguishers in accordance with the instructions of § 3.B.1 of Eurocopter AS 355 NP ASB No 26.00.09.</li> <li>(3) Concurrent with modification of a helicopter as required by paragraph (2) of this AD, remove the placard, installed as required by paragraph (1) of this AD, from the helicopter.</li> </ol> <p><b>New requirement of this AD:</b></p> <ol style="list-style-type: none"> <li>(4) Within 12 months after the effective date of this AD modify the helicopter by restoring the configuration of the engine fire extinguisher squibs in accordance with the instructions of paragraph 3.B of Airbus Helicopters ASB No. AS355-26.00.10.</li> </ol>
Ref. Publications:	<p>Eurocopter AS355NP Emergency ASB No 26.00.09 original issue, dated 15 September 2011.</p> <p>Airbus Helicopters ASB No. AS355-26.00.10 original issue, dated 02 July 2015.</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. This AD was posted on 28 July 2015 as PAD 15-102 for consultation until 25 August 2015. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information 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: Airbus Helicopters (EBSSEB), Aéroport de Marseille Provence, 13725 Marignane Cedex, France Telephone +33 (4) 42 85 97 97; Fax +33 (4) 42 85 99 66 E-mail: <a href="mailto:Directive.technical-support@airbus.com">Directive.technical-support@airbus.com</a>.</li> </ol>

Appendix 1 – Placard

**WARNING**

- . THE RH ENGINE FIRE EXTINGUISHING BUTTONS DISCHARGE THE FIRE EXTINGUISHERS IN THE LH ENGINE COMPARTMENT
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