


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2010-0116-E</p> <p>Date: 16 June 2010</p> <p>Note: This Emergency 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 Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive 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>Type Approval Holder's Name :</p> <p>EUROCOPTER</p>	<p>Type/Model designation(s) :</p> <p>AS 365 N3 , EC 155 and SA 366 G1 helicopters</p>
TCDS Number:	France No.159
Foreign AD:	Not applicable
Supersedure:	This AD supersedes French AD F-2004-154 dated 01 September 2004 (EASA approval number: 2004-9029).
ATA 63	Main Rotor Drive – Main Gearbox Oil Low Pressure Switch Connection – Inspection / Rework / Operational Procedure
Manufacturer(s):	Eurocopter (formerly Eurocopter France, Aérospatiale)
Applicability:	AS 365 N3, EC 155B and B1 and SA 366 G1 helicopters, all serial numbers, if equipped with Main Gearbox (MGB) fitted with dual pump lubrication system that has been subject to removal/installation since 04 November 2004.
Reason:	<p>Eurocopter had received a report of crossed connection of the low-pressure switches of the MGB main lubrication system and auxiliary lubrication system. To differentiate between both electrical systems, they had been identified by means of labels which, however, may become difficult to read due to aging.</p> <p>In the event of a failure of one of the lubrication systems, crossed connections will lead to illumination of the failure warning light that corresponds to the other system.</p> <p>The most unfavourable case is the illumination of the warning light that corresponds to the auxiliary system where it is the main system which failed. The action to be taken in the event of a failure of the main system (as instructed by the Rotorcraft Flight Manual (RFM)) is, among other actions, to change to minimum rating. This action is not required in the event of illumination of the auxiliary system failure warning light.</p>

	<p>Any continuation of flights in these conditions could lead to a significant oil temperature increase in the MGB lubrication system and result in damage to the integrity of the MGB.</p> <p>This unsafe condition has been covered by French (DGAC) AD F-2004-154. It mandated, pending to a Eurocopter modification, to carry out a one-time inspection to make sure that the pressure switches were not cross-connected.</p> <p>Considering that the modification planned initially as part of ALERT TELEX No. 00000197 was not achieved, and to prevent any risk of pressure switch cross-connection, French AD F-2004-154 is superseded by this AD which mandates to inspect the connections of the MGB oil pressure switches for helicopters on which pump lubrication system has been subject to removal and installation since 04 November 2004. In addition, this AD requires to temporarily amend the RFM and to inform flight crews accordingly.</p> <p>Note :</p> <p>November 4, 2004 corresponds to the deadline date for complying with ALERT TELEX No. 00000197 and to the date on which the check of the MGB oil pressure switch connections was introduced on the production line.</p>
Effective Date:	18 June 2010.
Required action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Before next flight, insert in the RFM the procedure appended in paragraph 4. of the Eurocopter Alert Service Bulletins (ASB) AS365 No 63.00.12, EC155 No 63A007 or SA366 No 63.05, as applicable to helicopter model, and inform flight crews accordingly. (2) Within 110 flight hours (FH) or 3 months, whichever occurs first after the effective date of this AD, inspect for proper connections of the MGB oil pressure switches and correct as necessary in accordance with the instructions of paragraph 2. of the Eurocopter ASB AS365 No 63.00.12, EC155 No 63A007 or SA366 No 63.05 as applicable to helicopter model. (3) After the inspection required by paragraph (2) of this AD has been performed, the appended procedure inserted in the RFM as required by paragraph (1) of this AD can be removed.
Ref. Publications:	<p>Eurocopter Alert Service Bulletin AS365 No 63.00.12, dated 15 June 2010.</p> <p>Eurocopter Alert Service Bulletin EC155 No 63A007, dated 15 June 2010.</p> <p>Eurocopter Alert Service Bulletin SA366 No 63.05, dated 15 June 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">1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification.3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu.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 (4) 12 85 97 97, facsimile +33 (4) 42 85 99 66 E-mail: Directive.technical-support@eurocopter.com.
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