	AIRWORTHINESS DIRECTIVE No F-2003-345 R2	Distribution: A	Issue date: September 15, 2004	Page : 1/2
	Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>
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.				
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: 2003-345 R1		
Person in charge of airworthiness: EUROCOPTER		Type(s): EC 155 helicopters		
Type certificate(s) No. 86 TCDS No 159				
ATA chapter: 52	Subject: Doors - Cabin sliding doors			

1. **EFFECTIVITY:**

EUROCOPTER EC 155 B and B1 helicopters, all serial numbers, equipped with one or two cabin sliding door(s).

Note: This Airworthiness Directive (AD) is intended for maintenance personnel and crews.

2. **REASONS:**

This AD is issued following the loss in flight of a cabin sliding door.

Revision 1 of this AD:


- Added a conformity check of the stops of the lower rails of the doors.
- Informed operators that this conformity check combined with compliance with AD No. 2003-372 cancels certain mandatory checks.

Revision 2 of this AD:

- Covers the conversion of EUROCOPTER EC 155 Alert Telex No. 52A013 into an Alert Service Bulletin (ASB) bearing the same reference number and with no change to the technical content.
- Informs operators that embodiment of MOD 0753C49 (reinforced upper rail and fittings) in compliance with Technical Directive No. 53C009 or AD No. F-2004-156 (refers to ASB No. 53A008), cancels the check for correct engagement of the roller in the rail and the door-open locking latch before a flight with the door open, and also cancels the limitation concerning opening and closing the sliding door in flight.

3. **MANDATORY ACTIONS AND COMPLIANCE TIMES:**

The following actions are rendered mandatory as from the effective date of Revision 1 of this AD:

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3.1. No later than within the next 50 flying hours and no later than December 31, 2003, check the chamfer of the stop of the lower rail aft fitting of the sliding doors, in accordance with the instructions described in paragraph 2.B. of the referenced EC 155 ASB No. 52A013.

3.2. Prior to a flight with a sliding door open and if MOD 0753C49 has not been embodied:

Visually check that the door is correctly locked in the door-open position, in accordance with the instructions described in paragraph 1.E.2.a. of the referenced ASB.

3.3. Prior to a flight with a sliding door closed:

3.3.1. Check in accordance with the instructions described in paragraph 1.E.2.b. of the referenced ASB:

- that the locking indicator light on the instrument panel is off when the door is closed,
- that, when locking the door, the handles are in the closed position.

3.3.2. If compliance with EC 155 Airworthiness Directive No. 2003-372 (refers to EUROCOPTER EC 155 ASB No. 52A015) and with paragraph 3.1. of this AD has been ensured, no additional action is required.

3.3.3. If compliance with EC 155 Airworthiness Directive No. 2003-372 (refers to EUROCOPTER EC 155 ASB No. 52A015) or with paragraph 3.1 of this AD has not been ensured, check in accordance with the instructions described in paragraph 1.E.2.b of the referenced ASB, that the lower locking pin is correctly positioned in its catch.

3.4. In flight and if MOD 0753C49 has not been embodied:

Opening and/or closing of the sliding doors are permitted at speeds of less than 40 knots (indicated airspeed).

4. REFERENCE PUBLICATION:

EUROCOPTER EC 155 Alert Service Bulletin No. 52A013
 (Any subsequent approved revision to this ASB is acceptable).

5. EFFECTIVE DATES:

Original issue : Upon receipt of emergency AD, issued on August 26, 2003
Revision 1 : November 22, 2003
Revision 2 : September 25, 2004.

6. REMARK:

For any questions concerning the technical content of the requirements in this AD, please contact:

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7. APPROVAL:

This AD Revision is approved under EASA reference No 2004-9373 dated September 07, 2004.