	AIRWORTHINESS DIRECTIVE No F-2004-107 R1	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: F-2004-107 original issue		
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:**

EC 155 B and B1 helicopters, all serial numbers, fitted 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 a case of simultaneous loss of two cabin sliding doors in flight.


The purpose of Revision 1 of this AD is to:

- cover Revision 1 of EUROCOPTER EC 155 Alert Service Bulletin (ASB) No. 52A016,
- add more precise details concerning the operational procedure of the ASB following the discovery of further anomalies,
- indicate the door opening/closing restriction by affixing a label should replacement of an upper rail be necessary.

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

3.1. The following measures are rendered mandatory as from the effective date of the original issue of this AD:

- 3.1.1. No later than within the next 15 flying hours, carry out the checks and any required remedial actions on both sliding doors, in accordance with the instructions specified in § 2.B. (except for § 2.B.1.e.) of referenced EUROCOPTER EC 155 ASB No. 52A016 Rev. 1.

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3.1.2. If replacement of the upper rail is necessary following compliance with § 2.B.1.d. of the referenced ASB, it is forbidden to open and close the concerned sliding door in flight pending replacement of the rail.

- Affix an "Opening / Closing of the door in flight prohibited" label (with red letters in the immediate vicinity of the inside handles).
- The rail shall be replaced no later than within the next 4 months as from the effective date of Revision 1 of this AD.

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

3.2.1. If the original edition of this AD was complied with and the door closing and opening procedure described in paragraph 2.B.2.a. of the referenced ASB followed:

- No later than within the next 15 flying hours, check that there is no elongation of the holes and no loosening of rivets, in compliance with the instructions specified in § 2.B.1.e. of the referenced ASB.

3.2.2. If the original edition of this AD was complied with without following the door closing and opening procedure described in paragraph 2.B.2.a. of the referenced ASB:

- No later than within the next 15 flying hours, comply with the instructions specified in § 2.B. of the referenced ASB.

3.2.3. If the original edition of this AD has not yet been complied with:

- No later than within the next 15 flying hours, comply with the instructions specified in § 2.B. of the referenced ASB.

3.3. When replacing a sliding door on an aircraft, comply with the instructions specified in § 2.B. of the referenced ASB before resuming flights.

4. REFERENCE PUBLICATION:

EUROCOPTER EC 155 Alert Service Bulletin No. 52A016, Revision 1
 (Any subsequent approved revision to this ASB is acceptable).

5. EFFECTIVE DATES:

Original issue : July 17, 2004
Revision 1 : 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 2004-9376 dated September 07, 2004.