

Safety Regulation Group

Chief Surveyors Office – Technical Support section

1 March 2007

Our Ref 9/97/CtAw/2

LETTER TO OWNER/OPERATORS NO 2980 SE3130 / SE313B ALOUETTE II AIRWORTHINESS STANDARDS

The CAA has recently investigated the airworthiness history of an SE 313B Alouette II registered in the UK. As part of this investigation it was found that the aircraft did not conform to the standard defined by the French type certificate, Fiche 24. Revision 9. A number of other issues were noted, including non-compliance with mandatory Airworthiness Directives, exceedence of component life limits and non-embodiment of modifications required for operation at weights above 1500 kg.

Owners of these aircraft are therefore advised to review their aircraft's airworthiness status to ensure:

- The modifications listed on Fiche 24 Revision 9 are embodied.
- The engine has been reviewed in accordance with DGAC AD 2002-598(a), reference Alert Service Bulletin 223 72-0069.
- Airworthiness Directives issued by the DGAC France, the UK CAA and the European Aviation Safety Agency, should be reviewed, complied with and the records amended.
- Life limited components, as defined by the aircraft service manual, Chapter 5, be reviewed to ensure prescribed lives have not been exceeded.

Your attention is also brought to the statement on Fiche 24 that states; all flights at weights above 1500kg are required to be recorded in the aircraft records (unless SB 05.19 has been embodied). This is important since, for certain main rotor blades, the permitted life in service decreases when flights over 1500kgs weights are undertaken.

It is strongly recommended that compliance with this LTO be achieved as soon as practicable, but not later than the aircraft's next Annual Check.

Should any anomaly be found, eg. AD not complied with, component life exceeded etc, these should be reported to the Chief Surveyors Office, Technical Support Section.

Civil Aviation Authority

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