


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2009-0078R1</b></p> <p><b>Date: 30 June 2009</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 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 AD applies, except in accordance with the requirements of that AD, 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><b>Type Approval Holder's Name :</b></p> <p>EUROCOPTER</p>		<p><b>Type/Model designation(s) :</b></p> <p>EC 155 helicopters</p>
<p>TCDS Number : DGAC France No 159</p>		
<p>Foreign AD : Not applicable</p>		
<p>Revision : This AD revises and replaces EASA Emergency AD 2009-0078-E dated 01 April 2009.</p>		
<b>ATA 25</b>	<b>Equipment / Furnishings – VIP 4-seat Benches – Limitation</b>	
<p>Manufacturer(s): Eurocopter</p>		
<p>Applicability: EC 155 B and B1 helicopters, all serial numbers up to 6892 inclusive, if fitted with a VIP 4-seat bench Part Number (P/N) 365V85-0045-01 or P/N 365V85-0046-01.</p>		
<p>Reason:</p> <p>It has been noted by Eurocopter during new customization work consisting in installing a VIP bench seat that the load strength of the fixed parts of the installation did not meet the certification specifications.</p> <p>This condition, if not corrected, would lead, in case of an emergency landing, to overloading of the seat structure at the attachment point. Structural overload could cause the seat bench insert to be torn from the floor fitting rails, detaching the seat bench from the floor, potentially resulting in injury to the seat occupants.</p> <p>For the reason described above, this AD requires the implementation of a limitation by reducing the use of the affected seat bench to three passengers, ensuring that structural strength is within required margins.</p> <p>This AD has been revised to confirm that incorporation of modification kit 365V080079.01 (rear bench) and/or kit 365V080079.02 (front bench), as applicable to interior configuration, constitutes terminating action for the Rotorcraft Flight Manual (RFM) limitation imposed by this AD.</p>		
<p>Effective Date: 03 April 2009</p>		

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Before next flight after the effective date of this AD, amend the RFM of the affected helicopters as follows:</p> <p><b>The VIP 4-seat bench must be limited to 3 PAX.</b></p> <p>Inserting a copy of this AD into the RFM is an acceptable method to comply with this requirement.</p> <p>(2) At the latest at the next flight-related check [which is defined as every 15 flight hours or 7 days, whichever occurs first] after the effective date of this AD, convert the VIP 4-seat bench into a 3-seat bench in accordance with the instructions of paragraph 2.B.2 of Eurocopter EC 155 Alert Service Bulletin (ASB) No 04A009.</p> <p><b>Optional Terminating Action:</b></p> <p>(3) After modification of a helicopter by installing kit 365V080079.01 (rear bench) and/or kit 365V080079.02 (front bench), as applicable to interior configuration, in accordance with the instructions of Eurocopter EC 155 Service Bulletin (SB) 25-095, the RFM limitation imposed by paragraph (1) of this AD is no longer required for that helicopter and the VIP 4-seat bench conversion into a 3-seat bench as required by paragraph (2) of this AD can be reversed.</p>
<p>Ref. Publications:</p>	<p>Eurocopter EC 155 ASB No. 04A009 original issue dated 30 March 2009 or Revision 1 dated 24 June 2009</p> <p>Eurocopter EC 155 SB No. 25-095 dated 25 June 2009.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks :</p>	<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. The original issue of this AD was published as an Emergency AD. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification.</li> <li>3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research 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: 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: <a href="mailto:Directive.technical-support@eurocopter.com">Directive.technical-support@eurocopter.com</a></li> </ol>