


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2012-0148</p> <p>Date: 07 August 2012</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>Type Approval Holder's Name : EUROCOPTER</p>	<p>Type/Model designation(s) : EC 155 B1 helicopters</p>	
<p>TCDS Number:</p>	<p>DGAC France No. 159</p>	
<p>Foreign AD:</p>	<p>Not applicable</p>	
<p>Supersedure:</p>	<p>None</p>	
<p>ATA –</p>	<p>Rotorcraft Flight Manual – Operating Limitations Section – Amendment</p>	
<p>Manufacturer(s):</p>	<p>Eurocopter (formerly EUROCOPTER France)</p>	
<p>Applicability:</p>	<p>EC 155 B1 helicopters, all serial numbers, when equipped with an automated flight control system Part Number (P/N) 416-00297-161 and software version P/N 704A47-1332-79.</p>	
<p>Reason:</p>	<p>A report has been received that, during a flight test in the United States (US), an EC 155 B1 helicopter experienced significant intermittent roll oscillations while performing coupled instrument landing system and localizer approaches.</p> <p>This condition, if not corrected, could lead to an increase in pilot workload to such an extent that it could result in reduced control or loss of control of the helicopter.</p> <p>Prompted by this event and pending the development by Eurocopter of a software modification that will update the filtering algorithms for US category 1 ILS and LOC signals, the Federal Aviation Administration (FAA), representing the State of Registry of the affected helicopter, issued AD 2012-15-04 to require amendment of the EC 155 B1 Rotorcraft Flight Manual (RFM) by changing the minimum required flight crew for Instrument Flight Rules (IFR) operations from one pilot to two.</p> <p>Although similar behaviour of the autopilot has not been reported in European airspace, such occurrences cannot be excluded for helicopters operating in other locations.</p> <p>For the reasons described above, this AD requires a revision of the RFM to change the minimum required flight crew for Instrument Flight Rules (IFR) operations from one pilot to two. Nevertheless, as the problem appears to be airport specific, it may be possible to exempt some helicopters, operating from</p>	

	certain airports, based on satisfactory operations of the type into these airports, from having to take corrective action. Local Aviation Authorities can make their determination of AD compliance, or grant an exemption, based on such a determination.
Effective Date:	13 August 2012
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 30 days after the effective date of this AD, revise Section 2.1 Operating Limitations of the EC 155 B1 RFM as follows:</p> <p>Under paragraph 5, Minimum Flight Crew/Maximum Personnel Transport Capability, beneath "Minimum flight crew," remove the phrase "one pilot in right-hand seat" and replace it as follows:</p> <ul style="list-style-type: none"> - VFR: One pilot in right-hand seat. - IFR: Two pilots required. <p>This action can be accomplished by inserting a copy of this AD into Section 2.1 of the RFM, or by making pen and ink changes.</p> <p>(2) EC 155 B1 helicopters operated in European airspace are not affected by the requirement of paragraph (1) of this AD.</p>
Ref. Publications:	None.
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive 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) 85 99 66, E-mail: Directive.technical-support@eurocopter.com.