	<b>AIRWORTHINESS DIRECTIVE</b> <b>No F-2004-013 R1</b>		Distribution: <b>A</b>	Issue date: <b>May 26, 2004</b>	Page : <b>1/2</b>
	Direction générale de l'aviation civile France  GSAC publication	This Airworthiness Directive is published by the DGAC : <input checked="" type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product. <input type="checkbox"/> as the Registration Airworthiness Authority for the affected aircraft..		<i>Translation of « Consigne de Navigabilité » of same number.          In case of difficulty, reference should be made to the French issue.</i>	
<b>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.</b>					
Corresponding foreign Airworthiness Directive(s): <b>Not applicable</b>			Airworthiness Directive(s) replaced: <b>F-2004-013 original issue</b>		
Person in charge of airworthiness: <b>EUROCOPTER</b>			Type(s): <b>EC 155 helicopters</b>		
Type certificate(s) No. <b>86</b> TCDS No <b>159</b>					
ATA chapter: <b>67</b>		Subject: <b>Rotor flight controls - Prohibition of intentional auto-rotation</b>			

### 1. **EFFECTIVITY:**

EUROCOPTER EC 155 B and B1 helicopters, all serial numbers, before embodiment of modification No. 0767B62 described in EUROCOPTER EC 155 Alert Service Bulletin No. 67A004.

**Note:** This Airworthiness Directive is intended for flight crews and maintenance personnel.

### 2. **REASONS:**

This Airworthiness Directive (AD) is issued following the discovery (during a certification flight) of the possibility of exceeding the left lateral servocontrol jackstall limit in the event of a pressure drop in the RH hydraulic system during autorotation. This exceedance may result in a sudden and unwanted movement of the cyclic stick to the right and of the collective lever upward.


Revision 1 of this AD:

- covers the conversion of Alert Telex No. 67A005 into an Alert Service Bulletin (ASB) with the same reference number, and with no change to the technical content,
- renders the embodiment of MOD 0767B62, described in ASB No. 67A004, mandatory.

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

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

Intentional auto-rotation flights are prohibited. Consequently, a torque above or equal to 10 % (i.e. approximately 5 % per engine, in twin engine flight) must be maintained during descent.

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

3.2.1. At the latest within 6 months, comply with the instructions specified in § 2 of the referenced ASB No. 67A004.

This measure cancels the requirements specified in § 3.1 above.

3.2.2. Replace the components listed in § 3.1.C of the referenced ASB, held as spares.

4. **REFERENCE PUBLICATIONS:**

EUROCOPTER EC 155 Alert Service Bulletins No. 67A005 and No. 67A004  
(Any subsequent approved revisions to these ASBs are acceptable).

5. **EFFECTIVE DATES:**

**Original issue** : Upon receipt of the emergency AD, issued on January 19, 2004  
**Revision 1** : June 05, 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 is approved under EASA reference No 2004-5341 dated May 17, 2004.