


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE	
	AD No.: 2012-0098-E	
	Date: 04 June 2012	
<p>Note: This Emergency 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>		
Design Approval Holder's Name: EUROCOPTER	Type/Model designation(s): SA 365, AS 365 and EC 155 helicopters	
TCDS Number:	DGAC TCDS No. 159	
Foreign AD:	Not applicable	
Supersedure:	None	
ATA	Rotorcraft Flight Manual – Emergency Procedures – Rush Revision	
Manufacturer(s):	Eurocopter (formerly EUROCOPTER France, Aerospatiale)	
Applicability:	SA 365N, SA365N1, AS365N2, AS365N3, EC155B and EC155B1 helicopters, all serial numbers.	
Reason:	<p>A serious incident has been reported on an AS 332 helicopter that encountered a hydraulic failure while landing on an offshore oil rig. After extension of the landing gear, a cockpit amber alarm illuminated, indicating a low level hydraulic fluid of the left hand side (LH) hydraulic system.</p> <p>After landing, the helicopter started to roll towards the edge of the helideck as the flight crew was not aware that wheel brake capability was affected and relied only on the effectiveness of the helicopter's ancillary hydraulic accumulator. The results of the following investigation showed that this alarm was due to hydraulic fluid leakage, caused by the failure of one hydraulic union connector in the LH hydraulic circuit.</p> <p>This condition, if not detected and correctly assessed by the flight crew, could result in reduced control of the helicopter after landing.</p> <p>EASA issued AD 2012-0059-E to address this potential unsafe condition on Eurocopter SA 330, AS 332 and EC 225 helicopters, requiring a rotorcraft flight manual (RFM) revision to cover any other cause of leakage from the emergency/auxiliary hydraulic circuit that could result in an empty accumulator.</p> <p>The helicopters to which this AD applies are also fitted with an emergency accumulator (as an option on the SA365N version and in basic configuration for the SA365N1, AS365N2, N3 and EC155) and a potential leak could, in certain operational conditions, lead to the same consequences identified in EASA AD</p>	

	<p>2012-0059-E.</p> <p>For the reasons described above, this Emergency AD requires amending the RFM emergency procedures section by inserting a Rush Revision (RR) into the applicable RFM.</p>																
Effective Date:	05 June 2012																
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 10 flight hours, or before next flight to a helideck or elevated heliport, whichever occurs first after the effective date of this AD, amend the RFM, Section emergency procedures, by inserting into the RFM the RR specified in Table 1 of this AD, as applicable to the helicopter model, and notify all flight crews accordingly.</p> <p style="text-align: center;">Table 1 - RFM Rush Revisions (RR)</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Helicopter Model</th> <th>RFM RR Number (date code)</th> </tr> </thead> <tbody> <tr> <td>SA 365 N</td> <td>RR.14A (12-14)</td> </tr> <tr> <td>SA 365 N1</td> <td>RR.12A (12-14)</td> </tr> <tr> <td>AS 365 N2</td> <td>RR.8A (12-14)</td> </tr> <tr> <td>AS 365 N3</td> <td>RR.18A (12-14)</td> </tr> <tr> <td>AS 365 N3 RCD (helicopters not fitted with autopilot APM2010)</td> <td>RCD (12-14)</td> </tr> <tr> <td>EC 155 B</td> <td>RR.17A (12-14)</td> </tr> <tr> <td>EC 155 B1</td> <td>RR.12A (12-14)</td> </tr> </tbody> </table> <p>(2) Revising the RFM with an approved RFM Normal Revision which incorporates the RR specified in Table 1 of this AD, as applicable to the helicopter model, is an acceptable method to comply with the requirements of paragraph (1) of this AD.</p>	Helicopter Model	RFM RR Number (date code)	SA 365 N	RR.14A (12-14)	SA 365 N1	RR.12A (12-14)	AS 365 N2	RR.8A (12-14)	AS 365 N3	RR.18A (12-14)	AS 365 N3 RCD (helicopters not fitted with autopilot APM2010)	RCD (12-14)	EC 155 B	RR.17A (12-14)	EC 155 B1	RR.12A (12-14)
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Ref. Publications:	<p>Eurocopter RFM RR, as applicable to the helicopter model:</p> <p>SA365N RFM RR.14A (date code 12-14)</p> <p>SA365N1 RFM RR.12A (date code 12-14)</p> <p>AS365N2 RFM RR.8A (date code 12-14)</p> <p>AS365N3 RFM RR.18A (date code 12-14)</p> <p>AS365N3 RCD, RFM RCD (date code 12-14)</p> <p>EC155B RFM RR.17A (date code 12-14)</p> <p>EC155B1 RFM RR.12A (date code 12-14)</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>																
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification. 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 																

	<p>this AD, please contact: EUROCOPTER (STD1) – 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.</p>
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