


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2010-0207R1</b></p> <p><b>Date: 25 May 2011</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 Deutschland GmbH</p>	<p><b>Type/Model designation(s) :</b></p> <p>EC 135, EC 635 and MBB-BK117 C-2 helicopters</p>
<p>TCDS Number : EASA.R.009 and EASA.R.010</p>	
<p>Foreign AD : Not applicable</p>	
<p>Revision : This AD revises EASA Emergency AD 2010-0207-E dated 08 October 2010.</p>	
<b>ATA 31</b>	<b>Instruments – Instrument Control Panel – Flight Limitation / Modification</b>
<p>Manufacturer(s):</p>	<p>EC135: Eurocopter Deutschland GmbH (ECD), Eurocopter España S.A., Eurocopter S.A.</p> <p>MBB-BK117 C-2: Eurocopter Deutschland GmbH, American Eurocopter LLC</p>
<p>Applicability:</p>	<p>EC 135 P1(CDS), EC 135 P1(CPDS), EC 135 P2(CPDS), EC 135 P2+, EC 135 T1(CDS), EC 135 T1(CPDS), EC 135 T2(CPDS), EC 135 T2+, EC 635 T1(CPDS), EC 635 P2+, EC 635 T2+ and MBB-BK117 C-2 helicopters, all serial numbers, if equipped with instrument control panel Part Number (P/N) C19269AA.</p>
<p>Reason:</p>	<p>Recent flight tests have revealed that, on certain instrument control panels (ICP), the force required to turn some of the BARO rotary knobs so low that an unintentional turning of these rotary knobs cannot be ruled out.</p> <p>This condition, if not detected and corrected, would likely produce erroneous altitude information, thereby increasing the pilot's workload during cross-check with the stand-by instrument and could, during flight under Instrument Flight Rules (IFR), possibly result in loss of altitude, increasing the risk of flight into terrain.</p> <p>EASA Emergency AD 2010-0207-E was issued to address and correct this unsafe condition. More recently, the ICP manufacturer has informed ECD that ICP units from s/n E3000 have been corrected in production with Amendment (Amdt.) C. That modification is also available for existing units, if returned to Thales for modification.</p> <p>For the reasons described above, this AD is revised to specify that installation of an affected ICP with an ICP having the modification standard 'Amdt. C' is</p>

	<p>an acceptable method to comply with the modification requirement of this AD.</p> <p>This AD requires the identification of the affected ICPs, implementation of a flight limitation on helicopters that have these installed, and modification of each affected ICP to correct the friction of the BARO rotary knob. After modification, the flight limitation is no longer required and can be removed from the helicopter.</p>
Effective Date:	<p>Revision 1: 25 May 2011</p> <p>Original issue: 12 October 2010</p>
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within 10 days after 12 October 2010 [the effective date of the original issue of this AD], identify the serial number (s/n) of the ICP P/N C19269AA installed on the helicopter.</li> <li>(2) If the ICP, identified as required by paragraph (1) of this AD, has a s/n as listed in Appendix 1 of this AD, before next flight, install a placard "<b>Single Pilot IFR operation is prohibited</b>" in full view of the pilots on the ICP, in accordance with the instructions of ECD Alert Service Bulletin (ASB) EC135-31A-053 or ASB MBB BK117 C-2-31A-041, as applicable to helicopter type, and inform all flight crews accordingly.</li> <li>(3) Within 2 months after 12 October 2010 [the effective date of the original issue of this AD], modify the ICP in accordance with the instructions of ECD ASB EC135-31A-053 or ASB MBB BK117 C-2-31A-041, as applicable to helicopter type, or replace the ICP with a unit having the modification standard 'Amdt. C' or higher.</li> <li>(4) After modification of a helicopter as required by paragraph (3) of this AD, the placard as required by paragraph (2) of this AD can be removed from the helicopter.</li> <li>(5) From 12 October 2010 [the effective date of the original issue of this AD], do not install any ICP with P/N C19269AA, having a s/n as listed in Appendix 1 of this AD, on any helicopter, unless the ICP has been modified in accordance with the instructions of ECD ASB EC135-31A-053 or ASB MBB BK117 C-2-31A-041, as applicable to helicopter type, or if the ICP has the modification standard 'Amdt. C' or higher.</li> </ol>
Ref. Publications:	<p>ECD ASB EC135-31A-053, and ASB MBB BK117 C-2-31A-041, both at Revision 2, dated 23 May 2011.</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"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication.</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 Deutschland GmbH, Industriestrasse 4, 86607 Donauwörth, Federal Republic of Germany Telephone: + 49 (0)151-1422 8976; Facsimile: + 49 (0)906-71 4111.</li> </ol>

## APPENDIX 1

**Instrument Control Panels, P/N C19269AA**

Serial numbers		
E0034	E1271	E1972
E0055	E1391	E2041
E0066	E1434	E2117
E0081	E1462	E2156 through E2400 inclusive
E0097	E1486	
	E1490	
E0252	E1529	
E0456	E1582	
E0467	E1730	
E1029	E1849	
E1117	E1874	
E1179	E1891	

Note: ICP P/N C19269AA with serial numbers E2401 through E2999 have been modified in accordance with the requirements of this AD by ECD, prior to installation on a helicopter, or prior to delivery as replacement unit.