


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2013-0287</p> <p>Date: 05 December 2013</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 EU 748/2012, Part 21.A.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>Design Approval Holder's Name: EUROCOPTER</p>	<p>Type/Model designation(s): AS 350 B3 and EC 130 T2 helicopters</p>	
TCDS Number:	EASA R.008	
Foreign AD:	Not Applicable	
Supersedure:	None	
ATA –	Rotorcraft Flight Manual – Engine Digital Electronic Control Unit Emergency Procedure – Amendment	
Manufacturer(s):	Eurocopter (formerly Eurocopter France, Aerospatiale)	
Applicability:	AS 350 B3 and EC 130 T2 helicopters, all serial numbers, if equipped with ARRIEL 2D engine and THALES FADEC Part Number (P/N) C13165DA00 or P/N C13165FA00.	
Reason:	<p>A report was received of an in-flight event where the pilot noticed that the temporary amber governor (GOV) light had illuminated, followed by the failure of the VEMD (Vehicle Engine Monitoring Display) screens, and no automatic or auxiliary Engine Back-up Control Ancillary Unit (EBCAU) was available. The ensuing investigation revealed an internal failure of the engine Digital Electronic Control Unit (DECU) which led to a loss of fuel flow regulation (fuel metering unit frozen) without red GOV indication but with amber GOV indication and loss of VEMD display. If this fuel metering unit is frozen in open position, it may lead to a rotor overspeed; on the other hand, if it is frozen in closed position it may lead to an unavailability of engine power. This failure was not indicated to the pilot, as might be expected, which would be a red GOV warning light.</p> <p>This condition, if not corrected, may lead the pilot to identify the type of failure condition incorrectly, possibly resulting in an improper response.</p> <p>To address this potential unsafe condition, pending the development of a DECU assembly with improved design, Eurocopter published a new rotorcraft flight manual (RFM) procedure.</p> <p>For the reason described above, this AD requires the affected Eurocopter RFM procedure to be incorporated in the RFM emergency procedures section.</p>	

	This AD is considered to be an interim action and further AD action may follow.
Effective Date:	12 December 2013
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Within 30 days or 25 flight hours, whichever occur first after the effective date of this AD, accomplish the following actions concurrently and, thereafter, operate the rotorcraft accordingly:</p> <p>(1) Amend the applicable RFM by incorporating the operational procedure to the flight manual paragraph "3.7 Various warnings, failures and incidents not indicated on the CWP" as specified in, and in accordance with the instructions of, Eurocopter Alert Service Bulletin (ASB) AS350-01.00.67, or ASB EC130-04A004, as applicable to helicopter model.</p> <p>(2) Inform all flight crews concerning this RFM change.</p>
Ref. Publications:	<p>Eurocopter ASB AS350-01.00.67 original issue, dated 04 December 2013.</p> <p>Eurocopter ASB EC130-04A004 original issue, dated 04 December 2013.</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. 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 - Customer Service Technical Support Department, Aéroport de Marseille, Provence 13725 Marignane Cedex – France, Phone: + 33 (0)4 42 85 99 51, Fax: + 33 (0)4 42 85 99 66, E-mail: Directive.technical-support@eurocopter.com.