

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 2003-209(A)
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

EC 130 helicopters

Power Plant -

Interference between the bleed valve air exhaust duct and the engine fuel line (ATA 71)

1. EFFECTIVITY

EC 130 B4 helicopters equipped with optional engine flushing system.

2. REASON

This Airworthiness Directive (AD) is issued following a report of damage to the fuel transfer line due to interference associated with vibrations and chafing of the bleed valve air exhaust duct.

3. MANDATORY ACTIONS AND COMPLIANCE TIME

The following actions are rendered mandatory from the effective date of this AD:

3.1. Within 10 flight hours at the latest, in compliance with the instructions described in § 2.B.1 of referenced EUROCOPTER EC 130 Alert Service Bulletin (ASB) No. 71A001, for the aircraft delivered before June 07, 2003, check the condition of the fuel transfer line, the condition of the air exhaust duct and the clearances in the interference area and perform the following actions:

3.1.1. In case of wear marks:

- if the depth of the wear marks is less than or equal to 0.05 mm, apply the maintenance procedure defined in the Engine Maintenance Manual.
- if the depth of the deepest wear mark is more than 0.05 mm and less or equal to 0.2 mm, replace the fuel line within the next 50 flight hours or within one month (whichever limit is reached first).
- if the depth of the deepest wear mark is more than 0.2 mm, replace the fuel line in compliance before the next flight.

3.1.2. In case of perforation of the air exhaust duct, replace the duct as soon as possible and before performing any engine flushing operation.

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3.1.3. In case of insufficient clearances, re-position the air exhaust duct in compliance with § 2.B.2 of the referenced ASB before the next flight.

3.2. Whenever work is performed on the bleed valve air exhaust duct and whenever a duct is installed, position the air exhaust duct in compliance with paragraph 2.B.2 of the referenced ASB.

REF.: EUROCOPTER EC 130 Alert Service Bulletin No. 71A001.

EFFECTIVE DATE : JUNE 07, 2003