


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2008-0177-E</p> <p>Date: 19 September 2008</p> <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>	
<p>Type Approval Holder's Name :</p> <p>EUROCOPTER</p>	<p>Type/Model designation(s) :</p> <p>EC 120 B helicopters</p>
<p>TCDS Number : France No. 189</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure : None</p>	
ATA 25	Equipment & Furnishings – Emergency Floatation Gear Lighting and Ancillary Control Unit (LACU) Pushbutton – In-Flight Check / Replacement
Manufacturer(s):	Eurocopter (formerly Eurocopter-France)
Applicability:	EC 120 B helicopters, all serial numbers, if equipped with the emergency floatation gear option, incorporating LACU Part Number 040101AB.
Reason:	<p>Several operators have reported unreliability of the latching pushbuttons on the LACU. One of these pushbuttons, the "FLOAT ARM", is used to arm the emergency floatation gear to allow ditching in case of emergency.</p> <p>If the "FLOAT ARM" pushbutton does not latch in the depressed position, the emergency floatation gear cannot be armed, which constitutes an unsafe condition for flights over water.</p> <p>Investigations have revealed the anomaly is likely to be due to the bonding of these pushbuttons. Design improvements for the pushbuttons are currently in progress and will be shortly available to operators.</p> <p>For the reason described above, this new EASA Emergency AD requires a repetitive in-flight functional check of the "FLOAT ARM" pushbutton prior to flying over water and, if the pushbutton fails to latch in the depressed position, prohibits further flight over water until replacement of the "FLOAT ARM" pushbutton with a serviceable unit.</p>
Effective Date:	19 September 2008

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Before next flight after the effective date of this AD, amend the Rotorcraft Flight Manual to incorporate the following in-flight functional check:</p> <p>Arm the emergency floatation gear by pressing the LACU "FLOAT ARM" pushbutton and reduce speed in accordance with Flight Manual Supplement 9.17.</p> <p>. If both lights of the pushbutton remain lit, continue the flight.</p> <p>. If one or both lights of the pushbutton do not remain lit, FURTHER FLIGHT OVER WATER IS PROHIBITED and only a single ferry flight without passengers is allowed to return the helicopter to a location where corrective action can be taken.</p> <p>This may be accomplished by inserting a copy of this AD into the Rotorcraft Flight Manual. Paragraph 2.B.2 of Eurocopter EC 120 Alert Service Bulletin (ASB) N° 04A007 pertains to this subject.</p> <p>(2) Thereafter, prior to each flight over water, perform the in-flight functional check as defined in paragraph (1) of this AD.</p> <p>(3) Prior to the next flight over water, remove the failed "FLOAT ARM" pushbutton and replace it with a serviceable unit in accordance with the instructions of Eurocopter EC 120 ASB N° 04A007 and the Aircraft Maintenance Manual, Task 31-42-00, 8-2.</p> <p>Replacement of the pushbutton does not constitute terminating action for the repetitive checks required by this AD.</p>
<p>Ref. Publications:</p>	<p>Eurocopter Alert Service Bulletin N° 04A007 dated 18 September 2008.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks :</p>	<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 Airworthiness Directives, Safety Management & Research Section, Certification 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 (STDI), Aéroport de Marseille Provence, 13725 Marignane Cedex, France Telephone: +33 (0) 4 42 85 97 97, Fax +33 (0) 4 42 85 99 66 E-mail Directive.technical-support@eurocopter.com.