

<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2013-0061</b></p> <p><b>Date: 11 March 2013</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 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><b>Design Approval Holder's Name:</b> EUROCOPTER</p>	<p><b>Type/Model designation(s):</b> AS 350 and EC 130 helicopters</p>	
<p>TCDS Number:</p>	<p>EASA.R.008</p>	
<p>Foreign AD:</p>	<p>Not Applicable</p>	
<p>Supersedure:</p>	<p>This AD supersedes EASA AD 2009-0256 dated 02 December 2009.</p>	
<p><b>ATA 76</b></p>	<p><b>Engine controls – Switches 53Ka and 53Kb – Inspection / Modification</b></p>	
<p>Manufacturer(s):</p>	<p>Eurocopter (formerly EUROCOPTER France)</p>	
<p>Applicability:</p>	<p>AS 350 B3 helicopters, all serial numbers, if equipped with an ARRIEL 2B1 engine incorporating the two-channel FADEC (MOD 073254), and embodying modification MOD 073261 (new twist grip), except helicopters that embody modification 074263.</p> <p>EC 130 B4 helicopters, all serial numbers, if equipped with an ARRIEL 2B1 engine incorporating the two-channel FADEC, and embodying modification MOD 073773 (new twist grip), except helicopters that embody modification 074263.</p>	
<p>Reason:</p>	<p>During trouble-shooting analysis performed by Eurocopter, a dormant failure risk was identified for one of the two switches, 53Ka or 53Kb, following the introduction of MOD 073261 (AS 350 B3) or MOD 073773 (EC 130 B4).</p> <p>This condition, if not detected and corrected, would, in case of failure of the other switch, prevent the pilot to switch from "IDLE" to "FLIGHT" mode during training of autorotation landing, which would make aborting the autorotation impossible and compel the pilot to continue autorotation until touchdown.</p> <p>To address this potential unsafe condition, EASA issued AD 2009-0256 to require, pending the development of a modification, repetitive inspections of the switches 53Ka and 53Kb for correct opening and closing and, depending on findings, corrective action(s).</p> <p>Since that AD was issued, Eurocopter designed a new modification, which in case of simultaneous failure of switches 53Ka and 53Kb, recovers engine</p>	

	<p>"FLIGHT" mode when the pilot operates the twist grip.</p> <p>For the reason described above, this new AD retains the requirements of EASA AD 2009-0256, which is superseded, and requires a modification which consists of improving the twist grip operational logic, which constitutes terminating action for the repetitive inspections.</p>
Effective Date:	25 March 2013
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Before the next training of autorotation landing, but no later than 100 flight hours (FH), whichever occurs first after 16 December 2009 (the effective date of EASA AD 2009-0256), and, thereafter, at intervals not to exceed 600 FH, inspect the IDLE and FLIGHT controls on the pilot's and co-pilot's twist grips in accordance with the instructions of paragraph 2 of Eurocopter AS350 Alert Service Bulletin (ASB) No. 05.00.61 or EC130 ASB No. 05A009, as applicable to helicopter type.</li> <li>(2) If, during any inspection as required by paragraph (1) of this AD, discrepancies are detected, before next flight, accomplish the applicable corrective action(s), depending on findings, in accordance with the instructions of Eurocopter AS350 ASB No. 05.00.61, or EC130 ASB No. 05A009, as applicable to helicopter type.</li> <li>(3) Within 24 months or 660 FH, whichever occurs first after the effective date of this AD, modify the twist grip operational logic in accordance with the instructions of paragraph 3 of Eurocopter AS350 ASB No. 80.00.09 or EC130 ASB No. 80A005, as applicable to helicopter type.</li> <li>(4) Modification of a helicopter as required by paragraph (3) of this AD constitutes terminating action for the repetitive inspections required by paragraph (1) of this AD for that helicopter.</li> </ol>
Ref. Publications:	<p>Eurocopter AS350 ASB No.05.00.61 dated 12 November 2009, or Revision 1 dated 20 November 2012,</p> <p>Eurocopter EC130 ASB No.05A009 dated 12 November 2009, or Revision 1 dated 20 November 2012,</p> <p>Eurocopter AS350 ASB No.80.00.09 dated 22 November 2012,</p> <p>Eurocopter EC130 ASB No.80A005 dated 22 November 2012,</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. This AD was posted on 06 December 2012 as PAD 12-159 for consultation until 03 January 2013. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive 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 (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: <a href="mailto:Directive.technical-support@eurocopter.com">Directive.technical-support@eurocopter.com</a></li> </ol>