

<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>	
	<p><b>PAD No.: 12-159</b></p> <p><b>Date: 06 December 2012</b></p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>		
<b>Design Approval Holder's Name:</b> EUROCOPTER		<b>Type/Model designation(s):</b> AS 350 and EC 130 helicopters
TCDS Number:	EASA.R.008	
Foreign AD:	Not Applicable	
Supersedure:	This AD supersedes EASA AD 2009-0256 dated 02 December 2009.	
<b>ATA 76</b>	<b>Engine controls – Switches 53Ka and 53Kb – Inspection/Modification</b>	
Manufacturer(s):	Eurocopter (formerly EUROCOPTER France)	
Applicability:	<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>	
Reason:	<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:	[TBD: 14 days after final AD issue date]
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. This Proposed AD will be closed for consultation on 03 January 2013.</li> <li>2. Enquiries regarding this PAD 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>3. For any question concerning the technical content of the requirements in this PAD, 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>