


<b>EASA</b>	<b>EMERGENCY AIRWORTHINESS DIRECTIVE</b>	
	<b>AD No.: 2010-0088-E</b>	
	<b>Date: 06 May 2010</b>	
<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>		
<b>Type Approval Holder's Name :</b>	<b>Type/Model designation(s) :</b>	
EUROCOPTER	EC 130 B4 helicopters	
TCDs Number :	EASA.R.008	
Foreign AD :	Not applicable	
Supersedure :	None	
<b>ATA 25</b>	<b>Equipment and Furnishing – Emergency Flotation Gear Wiring – Modification</b>	
Manufacturer(s):	Eurocopter (formerly Eurocopter-France, Aerospatiale)	
Applicability:	EC 130 B4 helicopters all serial numbers, if delivered before 15 April 2010 and equipped with the flotation gear unit "1G", Part Number (P/N) 350A63256300.	
Reason:	<p>An uncontrolled in-flight deployment of the emergency flotation gear (not armed) on an EC130 B4 helicopter has been reported. The flight crew heard a detonation followed by heavy vibrations and noticed that the LH and RH emergency flotation gear floats were inflating.</p> <p>The investigations carried out on the emergency flotation gear control system, revealed that a wire was damaged inside the flotation gear unit "1G". This wire was damaged due to interference with the screw securing cable 1GR19E lug to the busbar, causing a short circuit in the emergency flotation gear deployment activation circuit and the consequent deployment of the emergency flotation gear. Additionally, the possibility of interference of "1G" unit internal wire harnesses with a fuselage metal structure member (stringer) has been identified, which could have the same consequences as above.</p> <p>An uncontrolled in-flight deployment of the emergency flotation gear could lead to an unexpected deceleration and pitch down movement of the helicopter, resulting in a deviation from the intended flight path and reduced controllability of the helicopter.</p> <p>Consequently, this AD requires a visual inspection of the "1G" unit and the associated corrective actions, as applicable and modification of the relevant</p>	

	flotation gear units.
Effective Date:	10 May 2010
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously</p> <ol style="list-style-type: none"> <li>(1) Within the next 15 FH after the effective date of this AD, visually inspect the flotation gear unit "1G" to determine whether an asterisk (*) follows the Part Number (P/N) 350A63256300, in accordance with paragraph 2.B.3.a. of Eurocopter EC130 Alert Service Bulletin (ASB) No. 25A037 (the ASB).</li> <li>(2) For units that have been identified, as required by paragraph (1) of this AD, to have an asterisk (*) following the P/N 350A63256300, before next flight, verify that a rubber extrusion is installed on the stringer, in accordance with paragraph 2.B.3.a. of the ASB.</li> <li>(3) If the inspection as required by paragraph (2) of this AD reveals that no rubber extrusion is installed, within 3 months after the effective date of this AD, install the rubber extrusion in accordance with paragraph 2.B.5.a. of the ASB.</li> <li>(4) After modification of a helicopter as required by paragraph (3) of this AD, accomplish a functional test in accordance with the instructions of paragraph 2.B.6. of the ASB.</li> <li>(5) For units that have been identified, as required by paragraph (1) of this AD, not to have an asterisk (*) following the P/N 350A63256300, before next flight after the inspection as required by paragraph (1) of this AD, inspect the internal condition of the flotation gear unit "1G" in accordance with paragraph 2.B.3.b. of the ASB.</li> <li>(6) Thereafter, analyse the results and perform the relevant corrective actions, either once or repetitively as required, in accordance with the criteria and the compliance times set forth in the flow chart from the page 4 ("Interpretation of the results after compliance with instructions given in paragraph 2.B.3.b.") of the ASB.</li> <li>(7) Within the next 8 months after the effective date of this AD, unless previously accomplished as required by paragraph (6) of this AD, install a conforming flotation gear unit "1G" on the helicopter, in accordance with paragraph 2.B.2.a of the ASB and install as well the rubber extrusion in accordance with paragraph 2.B.5.a. of the ASB.</li> <li>(8) After modification of a helicopter as required by paragraph (7) of this AD, accomplish a functional test in accordance with the instructions of paragraph 2.B.6. of the ASB.</li> <li>(9) After the effective date of this AD do not install a flotation gear unit "1G", P/N 350A63256300 on any helicopter unless it has been identified, modified, and reconditioned, in accordance with the requirements of this AD.</li> </ol>
Ref. Publications:	<p>Eurocopter Emergency EC130 ASB No 25A037, dated 27 April 2010.</p> <p>The use of later approved revisions of this document 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. The safety assessment has requested not to implement the full</li> </ol>

	<p>consultation process and an immediate publication and notification.</p> <ol style="list-style-type: none"><li data-bbox="507 219 1356 309">3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li><li data-bbox="507 342 1420 495">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 10; 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>
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