



EASA Safety Information Bulletin

SIB No.: 2009-11
Issued: 24 April 2009

Subject: Operation with Emergency Flotation System ARMED.

Ref. Publications: Eurocopter Deutschland Alert Service Information (ASI)
EC135-A108, Revision 01 dated 21 April 2009.

Description: Eurocopter Deutschland GmbH (ECD) published ASI EC135-A108 (a copy of which is attached as page 2 to this SIB) to draw the attention of owners and operators of EC135 and EC635 helicopters to the fact that when the (optional) emergency flotation system is set to ARMED, certain procedures in accordance with the applicable Flight Manual Supplement should be followed, to avoid unintentional release of the system during flight.

After reviewing the information, EASA supports and endorses the recommended actions contained in the referenced advisory document. This SIB is published to ensure that all owners and operators of affected helicopters are aware of these recommendations.

Applicability: EC135 and EC635 helicopters, all models, all serial numbers, if equipped with an emergency flotation system.

Contact: For further information contact the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA.
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Copies of the referenced advisory document and any other related ECD service publications may be obtained upon request from:

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ALERT SERVICE INFORMATION

Subject: Note for operation with emergency flotation system

To all holders and pilots of the EC135 !

Due to an incident which occurred during a flight, ECD draws attention to the fact that when the emergency flotation system is installed and operative and the EMER FLOAT switch is simultaneously set to position **"ARM"**

- a maximum airspeed **of 80 kt** must not be exceeded i.a.w Flight Manual Supplement FMS 9.2-67.
- an incorrect securing of switch **"FILL FLOATS"** (1) and its protective cap (2) at the collective lever on the ground might, under unfavourable circumstances, cause an unintentional release of the emergency flotation system during flight.

If the maximum airspeed is exceeded and the emergency flotation system is unintentionally released, the flight attitude can extremely change. Thus, the controllability of the helicopter might no longer be ensured. Furthermore, it also might occur that the emergency floats are detached from the helicopter.

It must be ensured that the switch (1) re-engages in the **"OFF position"** after it has been operated. The **"FILL FLOATS"** switch must not be reset to its initial position by pressing or closing the switch's protective cap (2).



1

2

Switch **"FILL FLOATS"**