



Emergency Airworthiness Directive

AD No.: 2016-0103-E

Issued: 01 June 2016

Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

AIRBUS HELICOPTERS

Type/Model designation(s):

EC 225 helicopters

Effective Date: 02 June 2016

TCDS Number(s): EASA.R.002

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2016-0089-E dated 03 May 2016

ATA 53 – Fuselage – MGB Suspension Bars and Attachment Fittings – Inspection / Replacement

Manufacturer(s):

Airbus Helicopters (formerly Eurocopter, Eurocopter France, Aerospatiale)

Applicability:

EC 225 LP helicopters, all manufacturer serial numbers.

Reason:

Following a fatal accident occurred in Norway to an EC 225 LP helicopter, indicating in-flight detachment of the main rotor hub from the main gearbox (MGB), EASA issued Emergency AD 2016-0089-E to require, as a precautionary measure, the accomplishment of one-time inspections. Investigation is on-going to identify the root cause of this accident.

The review of the data reported in accomplishing AD 2016-0089-E, revealed installation findings for the MGB upper deck fittings of the three MGB suspension bars, to include, among others, tightening torque values on the attachment bolts of the fittings being out of tolerance and some incorrect washers positioning in the fitting assemblies.

Prompted by these findings, Airbus Helicopters (AH) issued EC225 ASB No. 53A059 (hereafter referred to as 'the applicable ASB' in this AD) to provide further inspection and replacement instructions for correct installation of the MGB suspension bars and attachment fittings.



For the reason described above, this AD supersedes AD 2016-0089-E retaining its requirements and additionally requires, as a precautionary measure, to perform other inspections and to replace the attachment hardware of all MGB suspension bar fittings and related base plate assemblies.

This AD is considered to be an interim action and further mandatory action may follow.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

- (1) For helicopters not having previously accomplished the requirements of AD 2016-0089-E or helicopters that, regardless of previous accomplishment of the requirements of AD 2016-0089-E, are currently grounded in storage condition for more than 6 months since 03 May 2016 [the effective date of AD 2016-0089-E]:
 - (1.1) Before next flight after the effective date of this AD, inspect the helicopter and replace the attachment hardware of the MGB suspension bar fittings and related base plate assemblies, in accordance with the instructions of paragraphs 3.B.1 to 3.B.9 of the applicable ASB.
 - (1.2) A single ferry flight with no passengers is allowed to a maintenance location where the inspections and replacements required by paragraph (1.1) of this AD can be accomplished.
- (2) For helicopters having previously accomplished the requirements of AD 2016-0089-E: Within 75 Flight Hours (FH) after the effective date of this AD, inspect the helicopter and replace the attachment hardware of the MGB suspension bar fittings and related base plate assemblies, in accordance with the instructions of paragraphs 3.B.2 to 3.B.9 of the applicable ASB.
- (3) For all helicopters:
After compliance with paragraphs (1.1) or (2) of this AD, as applicable, upon accumulation of at least 10 FH but no more than 50 FH, readjust the tightening torque of the MGB suspension bar fittings, in accordance with the instructions of paragraph 3.B.10 of the applicable ASB.
- (4) If, during the inspections as required by paragraph (1.1) or (2) of this AD, as applicable, and the torque readjustment of paragraph (3) of this AD, any discrepancy is found as specified in the applicable ASB, before next flight, contact Airbus Helicopters for approved instructions and accomplish those instructions accordingly.

Ref. Publications:

AH EC225 Alert Service Bulletin No.53A059, initial issue dated 01 June 2016.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.



3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters (EBSESB) – Aéroport de Marseille Provence 13725 Marignane Cedex, France; Telephone +33 (4) 42 85 97 97; Fax +33 (4) 42 85 99 66; E-mail: Directive.technical-support@airbus.com.

