


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2011-0136R2</p> <p>Date: 27 July 2015</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 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 [EU 1321/2014 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>Type Approval Holder's Name :</p> <p>AIRBUS HELICOPTERS</p>	<p>Type/Model designation(s) :</p> <p>EC 225 helicopters</p>	
<p>TCDS Number:</p>	<p>EASA.R.002</p>	
<p>Foreign AD:</p>	<p>Not applicable</p>	
<p>Revision:</p>	<p>This AD revises EASA AD 2011-0136R1 dated 19 July 2011.</p>	
ATA 25	Equipment and Furnishings – VHF Antenna for Emergency Flotation Gear Protection – Installation	
<p>Manufacturer(s):</p>	<p>Airbus Helicopters (formerly Eurocopter)</p>	
<p>Applicability:</p>	<p>EC 225 LP helicopters, all serial numbers, if equipped with an emergency flotation gear and having no antenna installed on the bottom structure, as described in Figure 1 of Alert Service Bulletin (ASB) No EC225-25A086, except helicopters modified in accordance with Airbus Helicopters modification (MOD) 0726840.</p>	
<p>Reason:</p>	<p>A helicopter recently experienced a punctured Right Hand (RH) front float compartment of deployed emergency flotation gear.</p> <p>The technical investigations carried out by Airbus Helicopters (formerly Eurocopter) showed that the perforation was caused by an interference with one of the two temperature probes located under helicopter belly near the floats of the front emergency flotation gear. During deployment of the front emergency floats, on each side of at least one of the LH and RH front float compartments, there is a risk of failure to inflate, due to puncturing by the temperature probes.</p> <p>This condition, if not corrected, could lead to instability of the helicopter on the water in case of emergency water landing.</p> <p>To address this unsafe condition, Airbus Helicopters (formerly Eurocopter) issued ASB No EC225-25A086 which gives instructions for installation of an</p>	

	<p>inoperative VHF antenna on the RH side of the helicopter, as it has been shown that such installation prevents interference between the RH front float of the emergency floatation gear and the RH temperature probe, thus the stability of the helicopter on the water is ensured if a single float has a punctured compartment.</p> <p>Prompted by this development, EASA issued AD 2011-0136 to require installation of an inoperative VHF antenna, later revised to reduce the Applicability, to make this AD applicable to helicopters equipped with emergency floatation gear and having no antenna installed on the bottom structure, as described in Figure 1 of Alert Service Bulletin (ASB) No EC225-25A086.</p> <p>After that AD was issued, Airbus Helicopters developed MOD 0726840. That modification installs protection devices at the level of the temperature probes that prevent interference between the emergency floatation gear front floats and the temperature probes during deployment of the emergency floatation gear and may substitute the inoperative VHF antenna previously installed.</p> <p>For the reasons described above, this AD is revised to reduce the Applicability and introduce MOD 0726840 as an acceptable alternative method to comply with the requirements of this AD.</p>
Effective Date:	<p>Revision 2: 27 July 2015</p> <p>Revision 1: 29 July 2011</p> <p>Original issue: 29 July 2011</p>
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 110 Flight Hours or three (3) months, whichever occurs first after 29 July 2011 [the effective date of this AD at original issue and Revision 1], install an inoperative VHF antenna Part Number 3271 on the RH side of the helicopter, in accordance with the accomplishment instructions of Eurocopter ASB N° EC225-25A086.</p> <p>(2) Modification of a helicopter in accordance with Airbus Helicopters MOD 0726840 and concurrent removal of the inoperative VHF antenna, required to be installed by paragraph (1) of this AD, is an acceptable alternative method to comply with the requirements of paragraph (1) of this AD.</p>
Ref. Publications:	<p>Airbus Helicopters (formerly Eurocopter) ASB N° EC225-25A086, dated 11 July 2011.</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"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. 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.