

EASA	EMERGENCY AIRWORTHINESS DIRECTIVE	
	AD No.: 2015-0196-E	
	Date: 25 September 2015 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.	
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].		
Design Approval Holder's Name: AIRBUS HELICOPTERS	Type/Model designation(s): EC 225 LP helicopters	
TCDS Number:	EASA.R.002	
Foreign AD:	Not applicable	
Supersedure:	None	
ATA 25	Equipment / Furnishings – External Life Raft Jettison System / Inflation Cylinder Percussion System / Bellcrank – Inspection	
Manufacturer(s):	Airbus Helicopters (formerly Eurocopter, Eurocopter France)	
Applicability:	EC 225 LP helicopters, all manufacturer serial numbers delivered before 16 August 2015, if equipped with life rafts installed in the multi-purpose sponsons, except helicopters that successfully passed Aircrfat Maintenance Manual (MMA) Task 25-66-01-0821 (adjustment - ground testing of the life raft percussion control POST MOD 0726590) on both left hand (LH) and right hand (RH) sides.	
Reason:	<p>An occurrence was reported involving jamming of the bellcrank of the inflation cylinder percussion system, LH and RH. Subsequent investigation revealed that the jamming was caused by presence of foreign coating material in the bellcrank hole.</p> <p>This condition, if not detected and corrected, could lead to failure of release of the life rafts in emergency, resulting in possible injury of occupants during survivable accident.</p> <p>To address this potential unsafe condition, Airbus Helicopters (AH) issued EC225 Emergency Alert Service Bulletin (ASB) 25A181 to provide inspection instructions.</p> <p>For the reasons described above, this AD requires repetitive inspections of the bellcrank of the inflation cylinder percussion system, and, depending on finding(s), accomplishment of applicable corrective action(s). This AD also specifies a terminating action for the repetitive inspections required by this AD.</p>	

Effective Date:	28 September 2015
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) During the next “after last flight of the day” (ALF) inspection after the effective date of this AD, and, thereafter, at intervals not to exceed 30 days, inspect the bellcrank of the inflation cylinder percussion system, LH and RH side, in accordance with the instruction of section 3.B of AH EC225 Emergency ASB 25A181.</p> <p>Note: For helicopters engaged in oil rig operations, if the first inspection as required by paragraph (1) of this AD cannot be accomplished during the ALF inspection during parking on an oil rig, a single ferry flight (no passengers) is allowed to a maintenance location where the inspection can be accomplished.</p> <p>(2) If, during any inspection as required by paragraph (1) of this AD, it is determined that an affected bellcrank (LH or RH side) does not pivot on its axis, before next flight, restore the affected bellcrank and accomplish all the applicable corrective actions in accordance with the instructions of section 3.B of AH EC225 Emergency ASB 25A181.</p> <p>(3) Unless accomplished as required by paragraph (2) of this AD, during the next scheduled ground adjustment test of the life raft deployment control after the effective date of this AD per Airbus Helicopters MMA task 25-66-01-0821, accomplish a restoration of both bellcranks, LH and RH side, and accomplish all applicable corrective actions in accordance with the instructions of section 3.B of AH EC225 Emergency ASB 25A181.</p> <p>(4) Accomplishment of the ground adjustment test and applicable corrective action(s), if any, on a helicopter, as required by paragraph (2) or (3) of this AD, as applicable, constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that helicopter.</p>
Ref. Publications:	<p>Airbus Helicopters EC225 Emergency ASB 25A181 Original issue dated 25 September 2015.</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 results of the safety assessment have indicated the need for immediate publication and notification, without the full public consultation process. 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.