



Airworthiness Directive

AD No.: 2016-0200

Issued: 11 October 2016

Note: This 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 LP helicopters

Effective Date: 13 October 2016

TCDS Number(s): EASA.R.002

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2015-0196-E dated 25 September 2015.

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, equipped with life rafts installed in the multi-purpose sponsons, except helicopters modified in accordance with Airbus Helicopters (AH) modification 332A088439.

Reason:

An occurrence was reported involving jamming of the bellcrank of the inflation cylinder percussion system, left hand (LH) and right hand (RH). Subsequent investigation revealed that the jamming was caused by presence of foreign coating material in the bellcrank hole.

This condition, if not detected and corrected, could lead to failure of release of the life rafts in an emergency, possibly resulting in injury of occupants during a survivable accident.

To address this potential unsafe condition, AH issued EC225 Emergency Alert Service Bulletin (ASB) 25A181 to provide inspection instructions and EASA issued Emergency AD 2015-0196-E to require repetitive inspections of the bellcrank of the inflation cylinder percussion system, and, depending on finding(s), accomplishment of applicable corrective action(s).



Since that AD was issued, a new occurrence of jamming was reported and the investigation results determined that this had been caused by corrosion in the bellcrank hole. Subsequently, AH issued EC225 Emergency ASB 05A050 to provide cleaning and lubrication instructions.

For the reasons described above, this AD supersedes AD 2015-0196-E, the requirements of which are cancelled, and instead requires repetitive cleaning and lubrication of affected bellcrank and pivot link, located in LH and RH multi-purpose sponsons.

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

Required as indicated, unless accomplished previously:

- (1) Before next flight after the effective date of this AD and, thereafter, at intervals not to exceed 6 months, clean and lubricate the life raft inflation cylinder percussion bellcrank and pivot link, located in LH and RH multi-purpose sponsons, in accordance with the instructions of AH EC225 Emergency ASB 05A050.
- (2) If, during any action as required by paragraph (1) of this AD, any discrepancy is detected, as described in AH EC225 Emergency ASB 05A050, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of AH EC225 Emergency ASB 05A050.
- (3) Accomplishment of corrective action(s) on a helicopter, as required by paragraph (2) of this AD, does not constitute terminating action for the repetitive cleaning and lubrication requirements, as required by paragraph (1) of this AD for that helicopter.

Ref. Publications:

AH EC225 Emergency ASB 05A050 original issue dated 22 July 2016.

The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 12 August 2016 as PAD 16-120 for consultation until 26 August 2016. The Comment Response Document can be found at <http://ad.easa.europa.eu>.
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:
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