



Airworthiness Directive

AD No.: 2017-0191R1

Issued: 07 December 2017

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: Revision 1: 07 December 2017
Original issue: 27 September 2017

TCDS Number(s): EASA.R.002

Foreign AD: Not applicable

Revision: This AD revises EASA Emergency AD 2017-0191-E dated 25 September 2017.

ATA 62 – Main Rotor – Rotating Swashplate Yokes – Inspection / Rework

Manufacturer(s):

Airbus Helicopters (formerly Eurocopter, Eurocopter France)

Applicability:

EC 225 LP helicopters, all manufacturer serial numbers, equipped with main rotor (M/R) rotating swashplate Part Number (P/N) 332A31-3074-00 or P/N 332A31-3074-01.

Reason:

Airbus Helicopters (AH) identified that the control rod attachment yokes of the M/R rotating swashplate are susceptible to crack development, due to aging phenomenon.

This condition, if not detected and corrected, could lead to structural failure of a control rod attachment yoke of the M/R rotating swashplate, possibly resulting in loss of control of the helicopter.

To address this potentially unsafe condition, AH issued EC225 Emergency Alert Service Bulletin (ASB) 05A051 (hereafter referred to as 'the ASB' in this AD) to provide inspection instructions.

Consequently, EASA issued Emergency AD 2017-0191-E to require repetitive inspections of the M/R rotating swashplate yokes and, depending on finding, accomplishment of applicable corrective action(s).



Since that AD was issued, AH issued Revision 1 of the ASB, providing a revised list of affected swashplates manufacturing dates and clarifying the compliance time.

For the reason described above, this AD is revised to amend paragraph (2), extending the compliance time for the strip inspection of the affected swashplates and including reference to the revised ASB.

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

Required as indicated, unless accomplished previously:

Note 1: For the purpose of this AD, an M/R rotating swashplate P/N 332A31-3074-00 or P/N 332A31-3074-01 is hereafter referred as 'affected swashplate'.

Inspection(s):

- (1) Within the compliance time defined in Table 1 of this AD, and, thereafter, at intervals not to exceed 15 flight hours (FH) or 7 days, whichever occurs first, inspect each yoke of the affected swashplate (see Note 1 of this AD) in accordance with the instructions of paragraph 3.B.2.a of the ASB.

Table 1 – M/R Swashplate Yoke Inspection (see Note 2 of this AD)

Time Accumulated	Compliance Time
Less than 7 years	Within 15 FH or 7 days after accumulating 7 years
7 years or more	Within 15 FH or 7 days after the effective date of this AD

Note 2: The time specified in Table 1 of this AD is the time accumulated on 27 September 2017 [the effective date of this AD at original issue] by the affected swashplate since new. Appendix 4.A and 4.B of the ASB provide the manufacturing dates of swashplates currently in service.

- (2) Within 100 FH after accumulating 7 years by the affected swashplate since new, strip, inspect and rework each yoke area of the affected swashplate (see Note 1 of this AD) as defined in, and in accordance with, the instructions of paragraph 3.B.2.b of the ASB.

Corrective Action(s):

- (3) If, during any inspection as required by paragraph (1) or (2) of this AD, any crack is detected, before next flight, replace the affected swashplate with a serviceable part in accordance with the instructions of the ASB.

Terminating Action:

- (4) None.

Parts Installation:

- (5) From 27 September 2017 [the effective date of this AD at original issue], it is allowed to install an affected swashplate (see Note 1 of this AD) on a helicopter, provided the part accumulated less than 7 years since new, or that, before installation, the part has passed strip, inspection (no defects found) and rework of each yoke area in accordance with the instructions of paragraph



3.B.2.b of the ASB, and that, following installation, the swashplate yokes are inspected as required by this AD.

Ref. Publications:

AH EC225 Emergency ASB 05A051 original issue dated 22 September 2017 and Revision 1 dated 16 November 2017.

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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
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 (Technical Support), Aéroport de Marseille Provence 13725 Marignane Cedex, France, Telephone +33 4 42 85 97 97, Fax +33 4 42 85 99 66, Web portal: <https://keycopter.airbushelicopters.com> > Technical Requests Management.

