

## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 19-057

**Issued:** 04 April 2019

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

**Design Approval Holder's Name:**

AIRBUS HELICOPTERS

**Type/Model designation(s):**

EC 225 LP helicopters

**Effective Date:** [TBD - standard: 14 days after AD issue date]

**TCDS Number(s):** EASA.R.002

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2016-0200 dated 11 October 2016.

### ATA 25 – Equipment / Furnishings – External Life Raft Jettison System / Inflation Cylinder Percussion System / Bellcrank – Inspection

#### Manufacturer(s):

Airbus Helicopters (AH), formerly Eurocopter, Eurocopter France

#### Applicability:

EC 225 LP helicopters, all manufacturer serial numbers, equipped with emergency life rafts installed in the multi-purpose sponsons on which AH modification (mod) 07 25749 has been embodied.

#### Definitions:

For the purpose of this AD, the following definitions apply:

**Affected part:** Life raft release bellcranks, having Part Number (P/N) 332A41-4396-20 (left-hand (LH) side) or P/N 332A41-4396-21 (right-hand (RH) side), as applicable.

**Serviceable part:** Life raft release bellcranks, having P/N 332A41-4396-22 (LH side) or P/N 332A41-4396-23 (RH side).

**The ASB:** AH EC225 Emergency Alert Service Bulletin (ASB) 05A050.

**The modification ASB:** AH ASB EC225-25A211.

**Groups:** Group 1 helicopters are those that have an affected part installed. Group 2 helicopters are those that do not have an affected part installed. A helicopter that embodies AH mod 07 28457 in production is Group 2 helicopter.

**Reason:**

An occurrence was reported involving jamming of the bellcrank of the inflation cylinder percussion system, LH and RH sides. 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 during an emergency, possibly resulting in injury of occupants during a survivable accident.

To address this potential unsafe condition, AH issued EC225 Emergency 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 the ASB to provide cleaning and lubrication instructions and EASA issued AD 2016-0200, cancelling the requirements of AD 2015-0196-E, to require repetitive cleaning and lubrication of affected bellcranks and pivot links, located in LH and RH multi-purpose sponsons.

Since that AD was issued, AH developed mod 07 28457, consisting of improved bellcranks design, and issued the modification ASB accordingly, providing installation instructions. AH also issued Revision 1 of the ASB to limit its applicability to helicopters which do not embody AH mod 07 28457.

For the reasons described above, this AD retains the requirements of EASA AD 2016-0200, which is superseded, and additionally requires replacement of each affected part, which is terminating action for the repetitive cleaning and lubrication as required by this AD. This AD also prohibits (re)installation of affected parts.

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

Required as indicated, unless accomplished previously:

**Cleaning and lubrication:**

- (1) For Group 1 helicopters: Before next flight after 13 October 2016 [the effective date of EASA AD 2016-0200] 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 side and RH side multi-purpose sponsons, in accordance with the instructions of the ASB.

**Corrective Action(s):**

- (2) If, during any action as required by paragraph (1) of this AD, any discrepancy is detected, as described in the ASB, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the ASB.



**Credit:**

- (3) Cleaning(s), lubrication(s) and corrective action(s) accomplished on a helicopter, before the effective date of this AD, in accordance with the instructions of the ASB at original issue is acceptable to comply with the requirements of paragraphs (1) and (2) of this AD for that helicopter.

**Modification:**

- (4) For Group 1 helicopters: Within 12 months after the effective date of this AD, modify a helicopter by replacing each affected part with a serviceable part in accordance with the instructions of the modification ASB.

**Terminating Action:**

- (5) Accomplishment of corrective action(s) on a helicopter, as required by paragraph (2) of this AD, does not constitute terminating action for the repetitive cleanings and lubrications, as required by paragraph (1) of this AD for that helicopter.
- (6) Modification of a helicopter as required by paragraph (4) of this AD constitutes terminating action for the repetitive cleanings and lubrications, as required by paragraph (1) of this AD for that helicopter.

**Parts Installation:**

- (7) Installation of a life raft release bellcrank on a helicopter is allowed, provided that the part is a serviceable part, as defined in this AD, as required by paragraph (7.1) and (7.2) of this AD, as applicable.

(7.1) For Group 1 helicopters: After modification of a helicopter as required by paragraph (4) of this AD.

(7.2) For Group 2 helicopters: From the effective date of this AD.

**Ref. Publications:**

AH EC225 Emergency ASB 05A050 original issue dated 22 July 2016, or Revision 1 dated 03 April 2019.

AH ASB EC225-25A211 original issue dated 03 April 2019.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

**Remarks:**

1. This Proposed AD will be closed for consultation on 02 May 2019.
2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred



on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).

4. For any question concerning the technical content of the requirements in this PAD, please contact: Airbus Helicopters (Technical Support), Aéroport de Marseille Provence 13725 Marignane Cedex, France, Telephone +33 (0)4 42 85 97 97, Fax +33 (0)4 42 85 99 66, Web portal: <https://keycopter.airbushelicopters.com> > Technical Requests Management, E-mail: [support.technical-dyncomp.ah@airbus.com](mailto:support.technical-dyncomp.ah@airbus.com), and [TechnicalSupport.Helicopters@airbus.com](mailto:TechnicalSupport.Helicopters@airbus.com).

