



Airworthiness Directive

AD No.: 2019-0287

Issued: 27 November 2019

Note: This Airworthiness Directive (AD) 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.

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 (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS HELICOPTERS

Type/Model designation(s):

EC 225 LP helicopters

Effective Date: 11 December 2019

TCDS Number(s): EASA.R.002

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2019-0102 dated 09 May 2019.

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.

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 Revision 1.



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 modification (mod) 07 28457 in production is Group 2, provided the helicopter remains in that configuration.

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 the 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 to 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 original issue of EC225 ASB 05A050 to provide cleaning and lubrication instructions and EASA issued AD 2016-0200, cancelling the requirements of AD 2015-0196-E, which was superseded, to require repetitive cleaning and lubrication of affected bellcranks and pivot links, located in LH and RH side multi-purpose sponsons.

Since that AD was issued, AH developed mod 07 28457, installing bellcranks of improved design, and issued the original issue of ASB EC225-25A211, providing installation instructions for post-mod 07 25749 helicopters. AH also issued Revision 1 of the EC225 ASB 05A050 to limit its applicability to pre-mod 07 28457 helicopters. Consequently, EASA issued AD 2019-0102, with Applicability limited to post-mod 07 25749 helicopters. This AD retained the requirements of EASA AD 2016-0200, which was superseded, and additionally required replacement of each affected part as terminating action for the repetitive cleaning and lubrication. This AD also prohibited (re)installation of affected parts.

After that AD was issued, it was determined that AH mod 07 25749 was inadvertently made part of the ASB EC225-25A211 and AD 2019-0102 Applicability definitions. This mod was developed for AS 332 L2 helicopters only and therefore not relevant for this subject. Consequently, AH issued correction of ASB EC225-25A211 at Revision 1 (the modification ASB), removing reference to mod 07 25749 as pre-requisite for installing mod 07 28457.

For the reason described above, this AD retains the requirements of EASA AD 2019-0102, which is superseded, and corrects the Applicability.

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.

Modification:

- (3) For Group 1 helicopters: Within 6 months after the effective date of this AD, modify the helicopter by replacing each affected part with a serviceable part in accordance with the instructions of the modification ASB.

Terminating Action:

- (4) 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.
- (5) Modification of a helicopter as required by paragraph (3) 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:

- (6) 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 (6.1) or (6.2) of this AD, as applicable.

(6.1) For Group 1 helicopters: After modification of a helicopter as required by paragraph (3) of this AD.

(6.2) 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 Revision 1 dated 23 October 2019.

The use of later approved revisions of the above-mentioned documents 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 29 October 2019 as PAD 19-194 for consultation until 26 November 2019. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#).
5. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters (Technical Support), web portal: Web portal: <https://keycopter.airbushelicopters.com> > Technical Requests Management, E-mail: support.technical-dyncomp.ah@airbus.com, and TechnicalSupport.Helicopters@airbus.com.

