



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 20-037

Issued: 18 February 2020

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 DEUTSCHLAND GmbH

Type/Model designation(s):

MBB-BK117 and EC 135 helicopters

AIRBUS HELICOPTERS

EC 120 B, EC 175, AS 332, AS 350, EC 130, AS 355, SA 365, AS 365 and EC 155 helicopters

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

TCDS Number(s): EASA.R.002, EASA.R.008, EASA.R.009, EASA.R.010, EASA.R.105, EASA.R.146
EASA.R.150, EASA.R.508

Foreign AD: Not applicable

Supersedure: None

ATA 25 – Equipment / Furnishings – Emergency Flotation System / Inflation Hoses – Inspection

Manufacturer(s):

Airbus Helicopters Deutschland GmbH (AHD), formerly Eurocopter Deutschland GmbH; and Airbus Helicopters Inc., formerly American Eurocopter LLC, Eurocopter España S.A. and

Airbus Helicopters (AH), formerly Eurocopter, Eurocopter France, Aerospatiale

Applicability:

MBB-BK117 C-2 and D-2 helicopters, all variants and serial numbers (s/n),

EC 135 P1, EC 135 P2, EC 135 P2+, EC 135 P3, EC 135 T1, EC 135 T2, EC 135 T2+, EC 135 T3, EC 635 P2+, EC 635 P3, EC 635 T1, EC 635 T2+ and EC 635 T3 helicopters, all variants and s/n,

EC 120 B helicopters, all s/n,



EC 175 B helicopters, all s/n,

AS 332 C, AS 332 C1, AS 332 L and AS 332 L1 helicopters, all s/n,

AS 350 B, AS 350 B1, AS 350 B2, AS 350 BA, AS 350 BB, AS 350 B3, AS 350 D, EC 130 B4 and EC 130 T2 helicopters, all s/n,

AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all s/n,

SA 365 N, SA 365 N1, AS 365 N2, AS 365 N3, EC 155 B and EC 155 B1 helicopters, all s/n.

Definitions:

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

The SB: Safran Aerosystems Service Bulletin (SB) 025-69-18.

The applicable ASB:

Alert Service Bulletin (ASB) applicable to float supply hoses installed within an Emergency Flotation System (EFS):

AHD ASB MBB-BK117 C-2-32A-011 Revision 1, ASB MBB-BK117 D-2-32A-012 Revision 1, ASB EC135-32A-028 Revision 1 and ASB EC135H-32A-005 Revision 1 and

AH ASB EC120-25A030 Revision 1, ASB EC175-25A041 Revision 1, ASB AS350-25.04.10 Revision 1, ASB EC130-25A148 Revision 1, ASB AS355 25.01.30 Revision 1, ASB AS365-25.01.84, ASB AS365-25.01.85 Revision 1 and ASB EC155-25A153 Revision 1, as applicable.

ASB applicable to float supply hoses installed on a helicopter:

AH ASB_EC155-25A152 and ASB AS332-25.03.77, as applicable.

Affected part: EFS having a Part Number (P/N) and affected s/n as specified in section 1.A of the applicable ASB.

Serviceable part: An EFS which is not an affected part.

Affected hoses: Float supply hoses defined by P/N in Table 1 and Table 2 of the SB (for float supply hoses installed within an EFS) and in section 1.A.2 of the applicable ASB for float supply hoses installed on the helicopter, except those that are marked with a visible, indelible green “dot” on the base of all the verified banjos (or outlet fittings).

Serviceable hose: A float supply hose which is not an affected hose.

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.



Reason:

During maintenance on an EFS, the third compartment of the left forward float did not inflate, because the supply hose ensuring the gas flow from the pressurized cylinder to the float compartment was blocked. Investigation results showed that this was due to a manufacturing defect. Similar supply hoses are installed on different EFS P/N on different helicopter type designs.

This condition, if not detected and corrected, could result in a partial inflation of the flotation bags during a ditching event, possibly preventing a timely egress from the helicopter and consequent injury to helicopter occupants.

To address this potential unsafe condition, AHD, AH and Safran Aerosystems issued the applicable ASB and SB providing inspection instructions to identify the affected parts and detect incorrectly manufactured supply hoses.

For the reasons described above, this AD requires a one-time inspection of each affected EFS assembly and, depending on findings, replacement.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within the compliance time defined in section 1.E of the applicable ASB accomplish the inspection of each affected part in accordance with the instructions of the applicable ASB.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, any affected hose of the EFS fails the inspection, before next flight, replace the affected part with a serviceable part in accordance with the instructions of the applicable ASB.

Parts Installation:

- (3) For Group 1 and Group 2 helicopters: From the effective date of this AD, do not install an affected part on any helicopter.
- (4) For Group 1 and Group 2 helicopters: From the effective date of this AD, installation of a float supply hose on an EFS is allowed, provided the float supply hose meets one of the conditions required by paragraph (4.1) or (4.2) of this AD:
 - (4.1) The hose is a serviceable hose.
 - (4.2) Before installation, the affected hose passed an inspection and was identified in accordance with the instructions of the SB.

Ref. Publications:

AHD ASB MBB-BK117 C-2-32A-011 Revision 1 dated 12 February 2020.

AHD ASB MBB-BK117 D-2-32A-012 Revision 1 dated 12 February 2020.



AHD ASB EC135-32A-028 Revision 1 dated 12 February 2020.

AHD ASB EC135H-32A-005 Revision 1 dated 12 February 2020.

AH ASB EC120-25A030 Revision 1 dated 12 February 2020.

AH ASB EC175-25A041 Revision 1 dated 12 February 2020.

AH ASB AS332-25.03.77 original issue dated 07 January 2020.

AH ASB AS350-25.04.10 Revision 1 dated 12 February 2020.

AH ASB EC130-25A148 Revision 1 dated 12 February 2020.

AH ASB AS355 25.01.30 Revision 1 dated 12 February 2020.

AH ASB AS365-25.01.84 original issue dated 07 January 2020.

AH ASB AS365-25.01.85 Revision 1 dated 12 February 2020.

AH ASB EC155-25A152 original issue dated 07 January 2020.

AH ASB EC155-25A153 Revision 1 dated 12 February 2020.

Safran Aerosystems SB 025-69-18 original issue dated 11 December 2019 or Revision 1 dated 04 February 2020.

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 03 March 2020.
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.
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 Deutschland GmbH, Industriestrasse 4, 86609 Donauwörth, Federal Republic of Germany
Web portal: <https://keycopter.airbushelicopters.com> > Technical Request Management, or
E-mail: customersupport.helicopters@airbus.com.



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