



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 21-081

Issued: 02 June 2021

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 2019-0092 dated 26 April 2019.

ATA 28 – Fuel – Engine Fuel Supply Hoses – Inspection / Replacement

Manufacturer(s):

Airbus Helicopters (AH), formerly Eurocopter

Applicability:

EC 225 LP helicopters, all manufacturer serial numbers.

Definitions:

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

Affected part: Left-hand (LH) side engine fuel supply hose, Part Number (P/N) 704A34416087.

Serviceable part: An affected part which is new (never previously installed); or an affected part which was previously installed on a helicopter and, before reinstallation, has passed an inspection (no defect found) in accordance with the instructions of section 3.B.5 of the inspection ASB; or an affected part which was originally installed on a Group 2 helicopter and was never previously reinstalled.

Improved part: LH side engine fuel supply hose P/N 704A34416101.



The inspection ASB: AH Alert Service Bulletin (ASB) EC225-71A019 Revision 2.

The modification ASB: AH ASB EC225-28A026.

Groups: Group 1 helicopters are those delivered to the first operator before 30 November 2018; and those delivered to the first operator on 30 November 2018 or later, on which the affected part or the LH side engine was replaced or reinstalled before 10 May 2019 [the effective date of EASA AD 2019-0092].

Group 2 helicopters are those delivered to the first operator on 30 November 2018 or later, on which neither the affected part nor the LH side engine was replaced or reinstalled before 10 May 2019 [the effective date of EASA AD 2019-0092].

Group 3 helicopters are those that have embodied AH modification (mod) 0728745 in production.

Reason:

An occurrence was reported where, during an in-flight single engine power check, power loss was experienced on the LH side engine. Subsequent investigation determined that the fuel flow to the affected engine was restricted by a twisted fuel supply hose.

This condition, if not detected and corrected, could lead to decrease of the LH engine power when accelerating to power setting corresponding to One Engine Inoperative power, possibly resulting in reduced control of the helicopter.

To address this potential unsafe condition, AH issued ASB EC225-71A019 (later revised) to provide inspection instructions. Additionally, AH intends to revise the applicable Aircraft Maintenance Manual (MMA) work cards 71-00-00-051 (Removal - Installation - POWER PLANT) and 28-20-00-068 (Removal / Installation - LH engine fuel supply line - FUEL SUPPLY SYSTEM) to provide improved fuel hose installation instructions, thereby preventing improper installation of an affected part. Consequently, EASA issued AD 2019-0092 to require a one-time inspection of the affected part and, depending on findings, accomplishment of applicable corrective action(s). That AD also introduced requirements for (re)installation of an affected part or a LH side engine equipped with an affected part.

Since that AD was issued, AH developed mod 0728745, introducing the improved part, as defined in this AD, and issued the modification ASB, providing instructions to replace the affected part with an improved part. AH also issued the inspection ASB, as defined in this AD, excluding from the applicability helicopters equipped with improved part.

For the reasons described above, this AD retains the requirements of EASA AD 2019-0092, which is superseded, and requires replacement of the affected part with an improved part.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) For Group 1 helicopters: Within 110 flight hours (FH) or 6 months, whichever occurs first after 10 May 2019 [the effective date of EASA AD 2019-0092], inspect the affected part in accordance with the instructions of the section 3.B.2 of the inspection ASB.



Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, discrepancies are detected, as defined in the inspection ASB, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the inspection ASB, or modify the helicopter in accordance with the instructions of the modification ASB.

Credit:

- (3) Inspection(s) and corrective action(s) on a helicopter, accomplished before the effective date of this AD in accordance with the instructions of AH ASB EC225-71A019 original issue, or Revision 1, as applicable, are acceptable to comply with the requirements of paragraphs (1) and (2) of this AD for that helicopter.

Modification:

- (4) For Group 1 and Group 2 helicopters: Within 1 200 FH or 36 months, whichever occurs first after the effective date of this AD, modify the helicopter by replacing the affected part with an improved part, as defined in this AD, in accordance with the instructions of the modification ASB.

Parts Installation:

- (5) For Group 1 and Group 2 helicopters: From 10 May 2019 [the effective date of EASA AD 2019-0092], it is allowed to install or reinstall on any helicopter an affected part, or a LH side engine, provided that the affected part is a serviceable part, as defined in this AD, and that the (re)installation is accomplished in accordance with the instructions of section 3.B.3 of the inspection ASB.
- (6) Installation of a serviceable part on a helicopter, accomplished in accordance with the instructions of AH MMA work cards 71-00-00-051 or 28-20-00-068 (provided these include instructions equal to those detailed in section 3.B.3 of the inspection ASB), is an acceptable alternative method to comply with the (re)installation requirements of paragraph (5) of this AD for that helicopter.
- (7) For Group 1 and Group 2 helicopters: After modification of a helicopter as required by paragraph (4) of this AD, it is allowed to install or reinstall on the LH side engine of that helicopter a fuel supply hose, provided that it is an improved part, as defined in this AD.
- (8) For Group 3 helicopters: From the effective date of this AD, do not install on any helicopter an affected part on the LH side engine, nor a LH side engine with an affected part installed.

Ref. Publications:

AH ASB EC225-71A019 original issue dated 26 February 2019, or Revision 1 dated 28 February 2019, or Revision 2 dated 21 May 2021.

AH ASB EC225-28A026 original issue dated 21 May 2021.

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 30 June 2021.
2. Enquiries regarding this PAD should be referred to the EASA Safety 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](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
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, and TechnicalSupport.Helicopters@airbus.com.

