



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 22-178**

**Issued: 20 December 2022**

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:** None

### ATA 33 – Lights – Landing Search Lights – Modification

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**Manufacturer(s):**

Airbus Helicopters (AH), formerly Eurocopter

**Applicability:**

EC 225 LP helicopters, all manufacturer serial numbers (MSN), except helicopters having AH modification (mod) MC29201 embodied in production.

**Definitions:**

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

**Affected part:** Additional and optional search light having Manufacturer Part Number (P/N) 4307405 (P/N 704A46820034).

**The ASB:** AH Alert Service Bulletin (ASB) EC225-33A018.



**Groups:** Group 1 helicopters are those that have an affected part installed. These include, but are not limited to, MSNs 2725, 2739, 2744, 2750, 2781, 2786, 2854, 2883, 2885, 2892, 2901, 2910, 2914, 2918, 2921, 2922, 2924, 2930, 2986, 2987, 2994, 3001, 3005, 3006, 3009, 3011, 3014, 3015, 3018, 3021 and 3029.

Group 2 helicopters are those that do not have an affected part installed.

**Reason:**

Missing electrical bonding of the affected part was identified on EC 225 LP helicopters. The location under the sponson where the affected part is installed is an area of potential attachment by lightning strike and the lightning current shall be evacuated to the aircraft structure.

This condition, if not corrected, could lead, in case of lightning strike, to the total loss of electrical distribution, with loss of the electrically supplied systems, resulting in reduced control of the helicopter.

To address this potential unsafe condition, AH developed mod MC29201 to install electrical bonding braid on the affected parts under the sponson and issued the ASB, providing modification instructions for in-service helicopters.

For the reasons described above, this AD requires modification of the helicopter. This AD also introduces conditions for installation of an affected part on a helicopter.

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

Required as indicated, unless accomplished previously:

**Modification:**

- (1) For Group 1 helicopters: Within 1 320 flight hours or 24 months and 73 days, whichever occurs first after the effective date of this AD, modify the helicopter in accordance with the instructions of the ASB.

**Parts Installation:**

- (2) For Group 2 helicopters: From the effective date of this AD, it is allowed to install an affected part on a helicopter, provided that, concurrently with the installation, the helicopter is modified in accordance with the instructions of the ASB.

**Ref. Publications:**

AH Alert Service Bulletin (ASB) EC225-33A018 original issue dated 15 December 2022.

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

**Remarks:**

1. This Proposed AD will be closed for consultation on 17 January 2023.
2. Enquiries regarding this PAD should be referred to the EASA Safety 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](#). 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,  
Airbus World: Technical Request Management: <https://airbusworld.helicopters.airbus.com>,  
E-mail: [TechnicalSupport.Helicopters@airbus.com](mailto:TechnicalSupport.Helicopters@airbus.com).

