



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 23-085

Issued: 14 July 2023

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 120 B, EC 130 and EC 175 B helicopters

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

TCDS Number(s): EASA.R.008, EASA.R.150 and EASA.R.508

Foreign AD: Not applicable

Supersedure: None

ATA 25 – Equipment / Furnishings – Emergency Floatation System Supply Hose Connection / Retaining Ring – Inspection

Manufacturer(s):

Airbus Helicopters (AH), formerly Eurocopter, Eurocopter France

Applicability:

EC 120 B, EC 130 B4, EC 130 T2 and EC 175 B helicopters, all serial numbers (s/n).

Definitions:

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

The ASB: AH Alert Service Bulletin (ASB) EC175-25-40-0001, ASB EC130-25-40-0001 and ASB EC120-25-40-0001, which include reference to the Vendor SB.

The Vendor SB: SAFRAN Aerosystems Service Bulletin (SB) No. 025-69-42.

Affected part: All emergency floatation systems (EFS) which contain an affected component as defined in the ASB (as defined in this AD), having a Manufacturer Part Number (P/N) and an AH P/N as specified in the ASB and that is either manufactured before January 2021 or that has a s/n, or contains a subassembly with a s/n, specified as 'affected' in the Vendor SB (as defined in this AD).



Groups: Group 1 helicopters are those which have an affected part installed. Group 2 helicopters are those that do not have an affected part installed.

Reason:

An occurrence was reported where, during a maintenance check of (the EFS of) a helicopter, it was found that a retaining ring was missing on the connection between the supply hose and the central supply coupling of the inflation system of the EFS. Further investigation revealed that absence of this ring could cause an incorrect inflation of the floatation bag in case of activation of the EFS. The origin for the discrepancy is a production deviation of SAFRAN Aerosystems on (certain components of) the affected EFS, which are known to be installed also on EC 120 B and certain EC 130 helicopters.

This condition, if not detected and corrected, could lead to inflation of the EFS on only one side of the helicopter after ditching, which could result in immediate capsizing of the helicopter, possibly preventing the evacuation of occupants.

To address this unsafe condition, AH issued the ASB, to provide instructions for inspection and applicable corrective action(s) to ensure that the retaining ring is present in all EFS.

For the reason described above, this AD requires a one-time inspection of the affected parts (as defined in this AD) and, depending on findings, accomplishment of applicable corrective action(s). This AD also prohibits (re)installation of an affected part.

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

Required as indicated, unless accomplished previously:

Inspection:

- (1) For Group 1 helicopters: At the time of next removal of the EFS from the helicopter, but not later than 19 months after the effective date of this AD, inspect the connection between the supply hose and the central supply coupling of each affected part for presence of the retaining ring (P/N 955007) in accordance with the instructions of the ASB.

Corrective action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, it is determined that the retaining ring is missing, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the ASB.

Part(s) Installation:

- (3) For Group 1 and Group 2 helicopters: From the effective date of this AD, do not install on any helicopter an affected part.

Ref. Publications:

AH ASB EC120-25-40-0001 original issue dated 07 July 2023.

AH ASB EC130-25-40-0001 original issue dated 07 July 2023.



AH ASB EC175-25-40-0001 original issue dated 07 July 2023.

SAFRAN Aerosystems SB No. 025-69-42 original issue dated 13 June 2023.

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 11 August 2023.
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) at:
Web portal: <https://airbusworld.helicopters.airbus.com> / Technical Requests Management, or
E-mail: TechnicalSupport.Helicopters@airbus.com, or Telephone +33 (0)442859789.

