Airworthiness Directive

AD No.: 2018-0204R1

Issued: 08 December 2020

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 helicopters

Effective Date: Revision 1: 15 December 2020
Original issue: 27 September 2018

TCDS Number(s): EASA.R.002

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2018-0204 dated 13 September 2018.

ATA 21 – Air Conditioning – Clearance between Air Conditioning Unit and Landing Light Connectors – Measurement

Manufacturer(s):
Airbus Helicopters (AH), formerly Eurocopter, Eurocopter France, Aerospatiale

Applicability:
EC 225 LP helicopters, all manufacturer serial numbers, if equipped in the right-hand (RH) side stub wing with an air conditioning unit, having a high-pressure module with Manufacturer Part Number (MP/N) S1040 (AH Part Number (P/N) 704A42110153), or MP/N EM765 (AH P/N 704A42110162), and equipped with a light unit MP/N 4307405 (AH P/N 704A46820034), except those on which AH modification (mod) SPMC.28765 has been embodied in production.

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

The ASB: AH Alert Service Bulletin (ASB) EC225-21A046.

Reason:
During maintenance operations on an EC 225 LP helicopter, interference was detected between the elbow backshells of the landing light connectors and the air conditioning unit installed in the RH side stub wing.

This condition, if not detected and corrected, could lead to damage of the air conditioning unit, which, in combination with fuel leak from the RH side auxiliary fuel tank, would create a risk of ignition of the fuel vapour in the RH side stub wing area, possibly resulting in a non-detectable fire.

To address this potential unsafe condition, AH issued the ASB to provide inspection instructions.

For the reason described above, EASA issued AD 2018-0204 to require a one-time measurement of the clearance between the air conditioning unit and the elbow backshells of the landing light connectors installed in the RH side stub wing and, if the clearance is found to be insufficient, to accomplish repair instructions.

Since that AD was issued, AH developed mod SPMC.28765 to introduce a new landing light connector casing installation, allowing integration of fixed sockets with straight backshells, which prevents the unsafe condition addressed by this AD. Consequently, AH issued Revision 1 of the ASB, excluding post-mod SPMC.28765 helicopters.

This AD is revised accordingly, excluding post-mod SPMC.28765 helicopters from the Applicability.

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

Required as indicated, unless accomplished previously:

Inspection(s):

(1) Within 110 flight hours or 6 months, whichever occurs first after 27 September 2018 [the effective date of this AD at original issue], measure the clearance between the air conditioning unit and the elbow backshells of the landing light connectors installed in the RH side stub wing in accordance with the instructions of paragraph 3.B.2 of the ASB.

Corrective Action(s):

(2) If, during the inspection as required by paragraph (1) of this AD, clearance less than 4 mm (0.157 inches) is detected, before next flight, contact AH for approved repair instructions and accomplish those instructions accordingly.

Ref. Publications:

AH ASB EC225-21A046 original issue dated 30 July 2018, or Revision 1 dated 07 December 2020.

The use of later approved revisions of the above-mentioned document 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. The original issue of this AD was posted on 27 August 2018 as PAD 18-118 for consultation until 10 September 2018. 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. This may include reporting on the same or similar components, other than those covered by the design to which this AD 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.

5. For any question concerning the technical content of the requirements in this AD, 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, or E-mail: support.technical-airframe.ah@airbus.com.