



## Emergency Airworthiness Directive

**AD No.:** 2017-0191-E

**Issued:** 25 September 2017

Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 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 (EC) 216/2008, Article 14(4) exemption].

### Design Approval Holder's Name:

AIRBUS HELICOPTERS

### Type/Model designation(s):

EC 225 LP helicopters

**Effective Date:** 27 September 2017

**TCDS Number(s):** EASA.R.002

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 62 – Main Rotor – Rotating Swashplate Yokes – Inspection / Rework

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### Manufacturer(s):

Airbus Helicopters (formerly Eurocopter, Eurocopter France)

### Applicability:

EC 225 LP helicopters, all manufacturer serial numbers, equipped with main rotor (M/R) rotating swashplate Part Number (P/N) 332A31-3074-00 or P/N 332A31-3074-01.

### Reason:

Airbus Helicopters (AH) identified that the control rod attachment yokes of the M/R rotating swashplate are susceptible to crack development, due to aging phenomenon.

This condition, if not detected and corrected, could lead to structural failure of a control rod attachment yoke of the M/R rotating swashplate, possibly resulting in loss of control of the helicopter.

To address this potentially unsafe condition, AH issued EC225 Emergency Alert Service Bulletin (ASB) 05A051 (hereafter referred to as 'the ASB' in this AD) to provide inspection instructions.

For the reasons described above, this AD requires repetitive inspections of the M/R rotating swashplate yokes and, depending on finding, accomplishment of applicable corrective action(s).



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

Required as indicated, unless accomplished previously:

Note 1: For the purpose of this AD, an M/R rotating swashplate P/N 332A31-3074-00 or P/N 332A31-3074-01 is hereafter referred as 'affected swashplate'.

**Inspection(s):**

- (1) Within the compliance time defined in Table 1 of this AD, and, thereafter, at intervals not to exceed 15 flight hours (FH) or 7 days, whichever occurs first, inspect each yoke of the affected swashplate (see Note 1 of this AD) in accordance with the instructions of paragraph 3.B.2.a of the ASB.

Table 1 – M/R Swashplate Yoke Inspection (see Note 2 of this AD)

Time Accumulated	Compliance Time
Less than 7 years	Within 15 FH or 7 days after accumulating 7 years
7 years or more	Within 15 FH or 7 days after the effective date of this AD

Note 2: The time specified in Table 1 of this AD is the time accumulated on the effective date of this AD by the affected swashplate since new. Appendix 4.A and 4.B of the ASB provide the manufacturing dates of swashplates currently in service.

- (2) Within 100 FH after the effective date of this AD, strip, inspect and rework each yoke area of the affected swashplate (see Note 1 of this AD) as defined in, and in accordance with, the instructions of paragraph 3.B.2.b of the ASB.

**Corrective Action(s):**

- (3) If, during any inspection as required by paragraph (1) or (2) of this AD, any crack is detected, before next flight, replace the affected swashplate with a serviceable part in accordance with the instructions of the ASB.

**Terminating Action:**

- (4) None.

**Parts Installation:**

- (5) From the effective date of this AD, it is allowed to install an affected swashplate (see Note 1 of this AD) on a helicopter, provided the part accumulated less than 7 years since new, or that, before installation, the part has passed strip, inspection (no defects found) and rework of each yoke area in accordance with the instructions of paragraph 3.B.2.b of the ASB, and that, following installation, the swashplate yokes are inspected as required by this AD.

**Ref. Publications:**

AH EC225 Emergency ASB 05A051 original issue dated 22 September 2017.

The use of later approved revisions of this 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 results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. 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 4 42 85 97 97, Fax +33 4 42 85 99 66, Web portal: <https://keycopter.airbushelicopters.com> > Technical Requests Management.

