



## Airworthiness Directive

**AD No.:** 2016-0019

**Issued:** 19 January 2016

Note: This 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):

AS 332 L2 and EC 225 LP helicopters

**Effective Date:** 02 February 2016

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

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 25 – Equipment / Furnishings – Life Raft / Banjo Bolt – Inspection

#### Manufacturer(s):

Airbus Helicopters (formerly Eurocopter, Eurocopter France, Aerospatiale)

#### Applicability:

AS 332 L2 and EC 225 LP helicopters, all manufacturer serial numbers, equipped with life raft type RFD Heliraft 18R MK3 Manufacturer Part Number (MPN) 00051054 or MP/N 00051055, having a serial number up to and including 4197100100635, except life raft inspected and depending on finding corrected in accordance with SurvitecGroup WI560 procedure or Equipment Manufacturer Service Bulletin No. 25-122.

#### Reason:

Improper banjo bolt tightening was detected during a life raft annual inspection. Subsequent inspection revealed that the loosed banjo bolt can lead to failure to properly inflate the affected life raft.

This condition, if not detected and corrected, could lead, in case of ditching, to failure of the life raft to inflate, possibly preventing safe evacuation of the occupants from the helicopter.



To address this potential unsafe condition, Airbus Helicopters (AH) issued Alert Service Bulletin (ASB) AS332-25.03.23 and ASB EC 225-25A189, both of which refer to SurvitecGroup Service Bulletin No. 25-122, to provide inspection instructions.

For the reasons described above, this AD requires a one-time inspection of the tightening of the affected banjo bolts and, depending on finding(s), accomplishment of applicable corrective action(s). This AD also requires inspection of the affected life rafts before installation.

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

Required as indicated, unless accomplished previously:

- (1) Within 110 flight hours or 2 months, whichever occurs first after the effective date of this AD, inspect each banjo bolt of each affected life raft in accordance with the instructions of paragraph 3 of Airbus Helicopters ASB 332-25.03.23 or ASB EC225-25A189, as applicable.
- (2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy (as described in Airbus Helicopters ASB 332-25.03.23 or ASB EC225-25A189) is detected, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of Airbus Helicopters ASB 332-25.03.23 or ASB EC225-25A189, as applicable.
- (3) From the effective date of this AD, installation on a helicopter of a life raft type RFD Heliraft 18R MK3 MP/N 00051054 or MP/N 00051055, having a serial number up to and including 4197100100635 is allowed, provided that, before installation, the life raft has passed an inspection in accordance with the instructions of 3.B.2 of Airbus Helicopters ASB 332-25.03.23 or ASB EC225-25A189, as applicable.

**Ref. Publications:**

Airbus Helicopters ASB 332-25.03.23 original issue, dated 14 January 2016.

Airbus Helicopters ASB EC225-25A189 original issue, dated 14 January 2016.

The use of later approved revisions of these documents 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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
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:  
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