



Airworthiness Directive

AD No.: 2023-0030

Issued: 02 February 2023

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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] 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 LP helicopters

Effective Date: 16 February 2023

TCDS Number(s): EASA.R.002

Foreign AD: Not applicable

Supersedure: None

ATA 33 – Lights – Landing Search Lights – Modification

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, whichever occurs first after the effective date of this AD (see Note 1 of this AD), modify the helicopter in accordance with the instructions of the ASB.

Note 1: A tolerance of +10% may be applied to the calendar compliance time specified in paragraph (1) of this AD.

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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.



2. This AD was posted on 20 December 2022 as PAD 22-178 for consultation until 17 January 2023. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety 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,
Airbus World: Technical Request Management: <https://airbusworld.helicopters.airbus.com>,
E-mail: TechnicalSupport.Helicopters@airbus.com.

