



Airworthiness Directive

AD No.: 2019-0246

Issued: 01 October 2019

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 155 helicopters

Effective Date: 15 October 2019

TCDS Number(s): EASA.R.105

Foreign AD: Not applicable

Supersedure: None

ATA 67 – Rotors Flight Control – Collective Controls / Protective Cover – Modification

Manufacturer(s):

Airbus Helicopters, formerly Eurocopter.

Applicability:

EC 155 B and EC 155 B1 helicopters, all serial numbers (s/n).

Definitions:

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

The ASB: Airbus Helicopters (AH) Alert Service Bulletin (ASB) EC155-67A014.

Affected part: Pilot and copilot collective sticks, having Part Number (P/N) 704A41110138 (equipment manufacturer NSE MP/N N2000360) or P/N 704A41110140 (NSE MP/N N2000368), as applicable (depending on helicopter model and s/n).

Groups: Group 1 helicopters are those that have an affected part installed. Group 2 helicopters are those that do not have an affected part installed. A helicopter that has embodied AH modification (mod) 0725C76 or mod 365P084906, as applicable, in production is a Group 2 helicopter, provided the helicopter remains in that configuration.



Reason:

Mechanical deformation was found on the protective cover (also referred to as switch guard) of the "SHEAR" control pushbutton installed on a copilot collective stick of an EC 225 LP helicopter. Incorrect handling was identified as the root cause for the deformation. EC 155 helicopters may also be affected due to an identical switch guard design.

This condition, if not corrected, could lead to unintended shearing of the hoist cable, possibly resulting in injury to hoisted person(s).

To address this potential unsafe condition, AH developed mod 0725C76 and mod 365P084906, introducing an improved protective cover for the "SHEAR" control pushbutton, and issued the ASB to provide modification instructions.

For the reason described above, this AD requires replacement of the protective cover of the "SHEAR" control pushbutton, and re-identification (new AH P/N 704A41110151 / NSE MP/N 00016646AA and AH P/N 704A41110152 / NSE MP/N 00021988AA) of the pilot and copilot collective sticks. This AD also prohibits (re)installation of an affected part and the old design protective cover.

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

Required as indicated, unless accomplished previously:

Modification:

- (1) For Group 1 helicopters: Within the compliance time as specified in Table 1 of this AD, modify the helicopter by replacing the protective cover of the "SHEAR" control pushbutton and re-identify the pilot and copilot collective sticks in accordance with the instructions of the ASB.

Table 1 – Protective Cover Replacement / Collective Stick Re-identification

Helicopter Configuration	Compliance Time
"SHEAR" control associated with a hoist installation	Within 3 months after the effective date of this AD
"SHEAR" control not associated with a hoist installation	Within 12 months after the effective date of this AD, or upon connecting the "SHEAR" control with an installation, whichever occurs first

Parts Installation:

- (2) Do not install on any helicopter a "SHEAR" control pushbutton protective cover P/N 700071 on the pilot or copilot collective stick, and do not install on any helicopter an affected part, as defined in this AD, as required by paragraph (2.1) or (2.2) of this AD, as applicable.

(2.1) For Group 1 helicopters: After modification of the helicopter as required by paragraph (1) of this AD.

(2.2) For Group 2 helicopters: From the effective date of this AD.



Ref. Publications:

AH ASB EC155-67A014 original issue dated 25 July 2019.

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. 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 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](#).
5. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters – Aéroport de Marseille Provence, 13725 Marignane Cedex, France
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