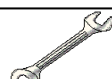





# EMERGENCY ALERT SERVICE BULLETIN

**SUBJECT: FUSELAGE - Fittings and mounts**

Check of all the MGB Suspension Bar Attachments

<b>For the attention of</b>	
	

HELICOPTER CONCERNED	NUMBER	Version(s)	
		Civil	Military
EC225	53A058	LP	

Revision No.	Date of issue
Revision 0	2016-05-03

**Summary:**

Following the accident concerning an EC225LP in Norway dated April 29, 2016, and considering the observations gathered by the investigation team since this date, this ALERT SERVICE BULLETIN requests, as a precautionary measure, the verification of the correct installation of all MGB suspension bar attachments. This ALERT SERVICE BULLETIN consists in a one-off check of the MGB suspension bar attachments for their torque tightening value and the condition of the pins and sending the results of this check to Airbus Helicopters.

**Compliance:**

Compliance with this ALERT SERVICE BULLETIN is mandatory.

## 1. PLANNING INFORMATION

### 1.A. EFFECTIVITY

#### 1.A.1. Helicopters/installed equipment or parts

EC225 LP Helicopters.

#### 1.A.2. Non-installed equipment or parts

Not applicable.

### 1.B. ASSOCIATED REQUIREMENTS

Not Applicable.

### 1.C. REASON

Following the accident concerning an EC225 LP in Norway dated April 29, 2016, and considering the observations gathered by the investigation team since this date, this ALERT SERVICE BULLETIN requests, as a precautionary measure, the verification of the correct installation of all MGB suspension bar attachments.

This ALERT SERVICE BULLETIN consists in a one-off check of the MGB suspension bar attachments for their torque tightening value and the condition of the pins and sending the results of this check to Airbus Helicopters.

### 1.D. DESCRIPTION

This ALERT SERVICE BULLETIN consists in a one-off check of the MGB suspension bar attachments for their torque tightening value and the condition of the pins and sending the results of this check to Airbus Helicopters.

### 1.E. COMPLIANCE

#### 1.E.1. Compliance at H/C manufacturer level

Not applicable.

#### 1.E.2. Compliance in service

The work must be performed on the helicopter by the Operator.

Helicopters/installed equipment or parts:

Comply with Paragraph 3. before the next flight.

If it is impossible to comply with paragraph 3., Airbus Helicopters authorizes ferry flights (flights without transportation of passengers) to a maintenance center.

Non-installed equipment or parts:

Not applicable.

## 1.F. APPROVAL

### Approval of modifications:

Not applicable.



### Approval of this document:

The technical information contained in this ALERT SERVICE BULLETIN Revision 0 was approved on May 03, 2016 under the authority of EASA Design Organization Approval No. 21J.056 for helicopters of civil versions subject to an Airworthiness Certificate.

The technical information contained in this ALERT SERVICE BULLETIN Revision 0 was approved on May 03, 2016 under the prerogatives of the recognition of design capability FRA21J-002-DGA for French Government helicopters.

## 1.G. MANPOWER



For compliance with this ALERT SERVICE BULLETIN, Airbus Helicopters recommends the following personnel qualifications:

Qualifications: - 2 Mechanical Technicians,  
- 1 pilot for ground-run.



The Estimated Man-hours is indicated for reference purposes only and based on a standard helicopter configuration.

Estimated Man-hours: - 12 hours for the Mechanical Technicians,  
- 30 minutes for the Pilot.

### **NOTE**

*Airbus Helicopters reminds you that the time required to ensure compliance with paragraph 3. may vary according to the configuration of the helicopters (VIP configuration, etc.).*



Helicopter downtime is estimated at 1.5 days.

## 1.H. WEIGHT AND BALANCE

Not applicable.

## 1.I. POWER CONSUMPTION

Not applicable.

## 1.J. SOFTWARE UPGRADES/UPDATES

Not applicable.

## **1.K. REFERENCES**

The following documents are required for compliance with this ALERT SERVICE BULLETIN:

MMA: 53-26-00-212: Fittings and mounts - Check of tightening torques

MMA: 63-32-00-061: MGB suspension bars - Suspension bars removal - installation

## **1.L. OTHER AFFECTED PUBLICATIONS**

Not applicable.

## **1.M. PART INTERCHANGEABILITY OR MIXABILITY**

Not applicable.

## **2. EQUIPMENT OR PARTS INFORMATION**

### **2.A. EQUIPMENT OR PARTS: PRICE - AVAILABILITY - PROCUREMENT**

Not applicable.

### **2.B. LOGISTIC INFORMATION**

Not applicable.

### **2.C. EQUIPMENT OR PARTS REQUIRED PER HELICOPTER/COMPONENT**

Consumables to be ordered separately:

As per Tasks mentioned in this ALERT SERVICE BULLETIN.

The products can be ordered separately, from the company INTERTURBINE AVIATION LOGISTIC.

Website: <http://www.interturbine.com>

Telephone: +49.41.91.809.300

AOG: +49.41.91.809.444

### **2.D. EQUIPMENT OR PARTS TO BE RETURNED**

Not applicable.

### 3. ACCOMPLISHMENT INSTRUCTIONS

#### 3.A. GENERAL

Not applicable.

#### 3.B. WORK STEPS

##### 3.B.1. Procedure

Check for correct installation of the suspension bar assembly:

- correct position of the lower and upper pins (a) ([Figure 1](#)),
- presence and correct position and condition of the locking pins (b),
- check the tightening torque of each of the attachment bolts of the MGB bar fittings as per MMA Task 53-26-00-212 and correct any discrepancy according to the Task. Measure the values in accordance with [Figure 2](#).

#### **NOTE**

*In order to facilitate access to the attachment bolts of the front MGB bar fitting, it may be necessary to remove the front MGB bar as per MMA Task 63-32-00-061.*

##### 3.B.2. Feedback:

Send the measured values to the Airbus Helicopters Technical Support Department:

Fax: + 33 (0)4.42.85.99.66.

E-mail: [support.technical-airframe.ah@airbus.com](mailto:support.technical-airframe.ah@airbus.com)

#### 3.C. COMPLIANCE CONFIRMATION

Compliance with this document:

Record compliance with this document with its revision number in the aircraft documents.

#### 3.D. OPERATING AND MAINTENANCE INSTRUCTIONS

Not applicable.

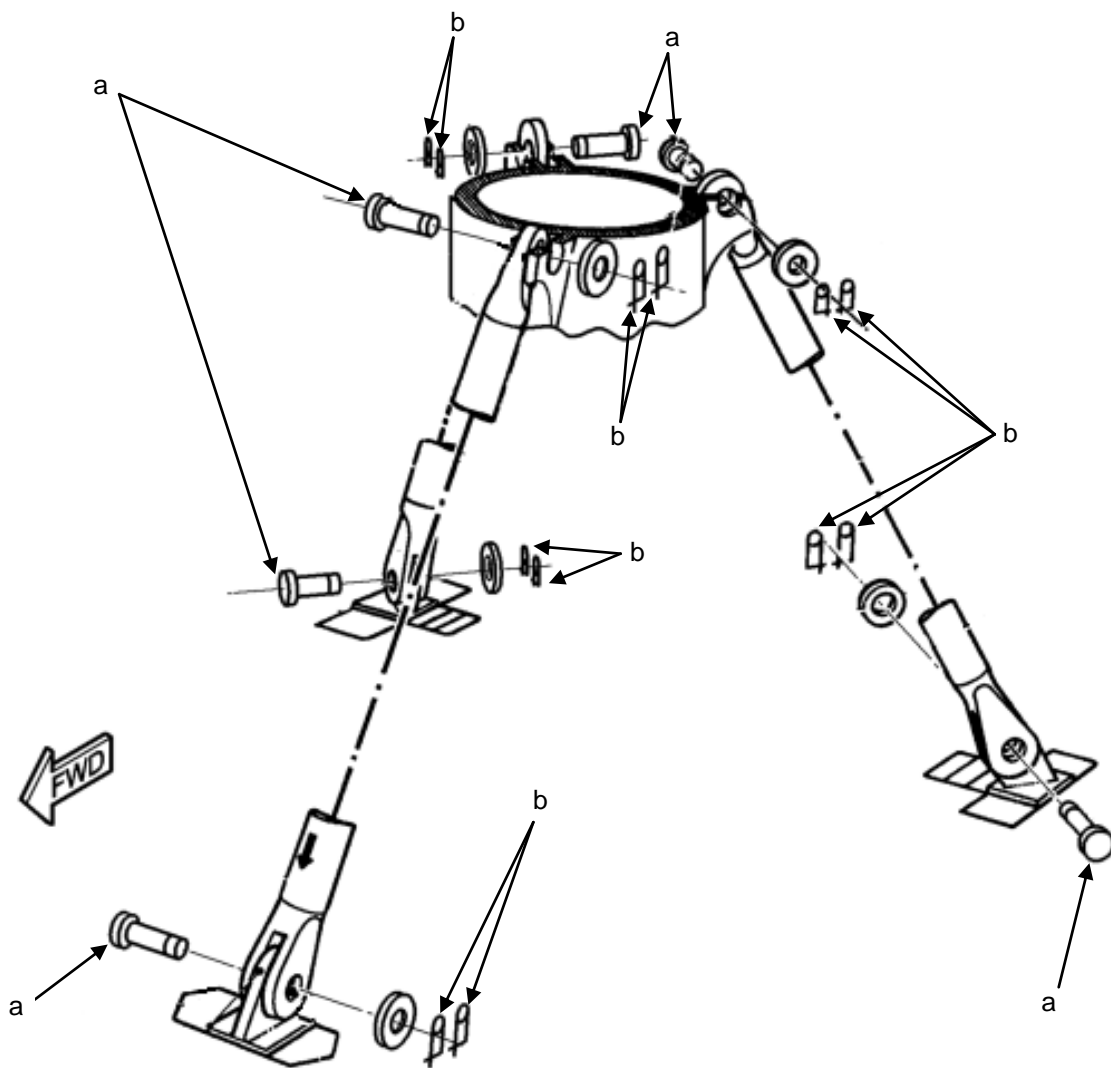
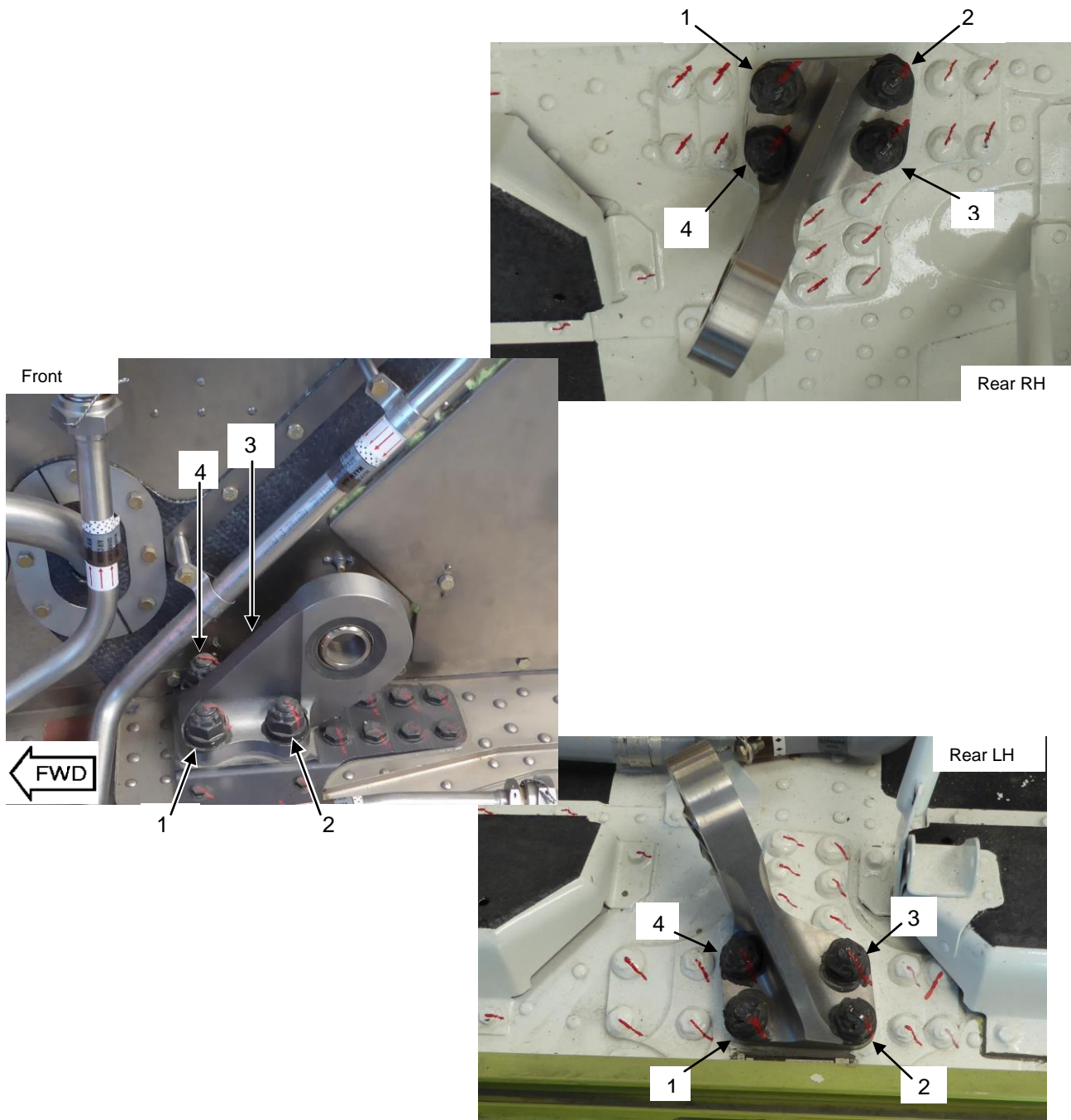


Figure 1





Measured values					
Fitting		Front	Rear RH	Rear LH	
Bolts					
1					
2					
3					
4					

Figure 2