

An update on the global EC 225 fleet

(May 3, 2016)

Following Friday's tragic accident involving an EC 225, CHC immediately put all EC 225 flights temporarily on hold with the exception of those aircraft dedicated to life-saving search-and-rescue missions.

Based on the information available to-date, the Accident Investigation Branch Norway (AIBN) has stated that the EC225 LP helicopter suffered in-flight separation of the main rotor hub from the main gearbox (MGB); the root cause has yet to be identified. As a precautionary measure, and while investigations are ongoing, Airbus Helicopters has issued an Emergency Airworthiness Service Bulletin (EASB) 553-A-058, which calls for checks on the installation of the suspension bars.

Subsequently EASA has issued Emergency Airworthiness Directive (EAD) 2016-0089. The EAD mirrors the requirements of the EASB while additionally requiring checks on the main gearbox chip detector and the oil filter for contamination. It also requires the verification of HUMS data. The EAD is considered to be an interim action and further mandatory action may follow.

Airbus Helicopters has since updated their original EASB and have today (Wednesday May 4) issued a Revision 1 to EASB 553-A-058 which effectively mirrors the additional requirements of the EAD.

CHC is complying fully with the requirements of both the EASBs and EAD in addition to any ongoing commercial operational limitations laid down by Regulatory Authorities.

While CHC recognises the additional assurances provided by the EASBs and EAD, we consider continuing to place all EC225 commercial flights around the world on hold to be the most prudent course of action.

CHC remains focused on safely delivering as much capacity as possible using available resources.
