


| EASA   | AIRWORTHINESS DIRECTIVE   |  |
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|   | <p><b>AD No.: 2014-0263R1</b></p> <p><b>Date: 19 January 2015</b></p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>  |  |
| <p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with 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 [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p> |   |  |
| <p><b>Design Approval Holder's Name:</b><br/>AIRBUS HELICOPTERS</p>  | <p><b>Type/Model designation(s):</b><br/>AS 332 and EC 225 helicopters</p>  |  |
| <p>TCDS Number: EASA.R.002</p>   |   |  |
| <p>Foreign AD: Not applicable</p>  |   |  |
| <p>Revision: This AD revises EASA AD 2014-0263 dated 05 December 2014.</p>   |   |  |
| <p><b>ATA 52</b></p>   | <p><b>Doors – Cabin Sliding Plug Doors / Emergency Jettisoning System – Inspection</b></p>  |  |
|  |   |  |
| <p>Manufacturer(s):</p>  | <p>Airbus Helicopters (formerly Eurocopter, Eurocopter France, Aerospatiale)</p>  |  |
| <p>Applicability:</p>  | <p>AS 332 C, AS 332 C1, AS 332 L, and AS 332 L1 helicopters, all manufacturer serial numbers with a manufacturing date before 14 July 2014 and equipped with cabin sliding plug doors modified in accordance with Airbus Helicopters modification (mod) AL25612 or mod 0723047.</p> <p>AS 332 L2 and EC 225 LP helicopters, all manufacturer serial numbers with a manufacturing date before 14 July 2014 and equipped with cabin sliding plug doors.</p>   |  |
| <p>Reason:</p>   | <p>During a scheduled inspection of the jettisoning mechanism of the cabin lateral sliding plug doors, failure of an emergency jettisoning test of a door was reported. Subsequent investigation of the affected door revealed significant corrosion damage affecting the door jettisoning system. The detected corrosion was likely due to the accumulation of un-drained water. Apparently, excessive Plastic-Rubber compound obstructed the water drain of the door jettisoning mechanism.</p> <p>This condition, if not detected and corrected, could lead to jamming of the door jettisoning mechanism, possibly preventing jettisoning of the affected door in an emergency situation and obstructing the safe evacuation of occupants.</p> <p>To address this potential unsafe condition, Airbus Helicopters issued Alert Service Bulletin (ASB) AS332-53.01.86 and ASB EC225-53A048 to provide inspection instructions.</p> |  |

|   | <p>Consequently, EASA issued AD 2014-0263 to require a one-time inspection of both left hand (LH) and right hand (RH) cabin lateral sliding plug doors to verify that no corrosion is present in the affected area of the door emergency jettisoning system and, depending on findings, corrective action(s).</p> <p>Since that AD was issued, it was found that the requirement of paragraph (7) of the AD appeared to apply to all helicopters, irrespective of findings, which is incorrect.</p> <p>For the reason described above, this AD is revised to correct paragraph (7).</p>   |   |                 |                                 |  |                     |  |                         |                   |        |   |        |                                    |
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| Effective Date:   | <p>Revision 1: 19 January 2015</p> <p>Original issue: 12 December 2014</p>  |   |                 |                                 |  |                     |  |                         |                   |        |   |        |                                    |
| Required Action(s) and Compliance Time(s):  | <p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the compliance time as specified in Table 1 of this AD, depending on calendar time accumulated by the helicopter since new, inspect the affected area of the door emergency jettisoning system of both LH and RH cabin lateral sliding plug doors to detect any corrosion in accordance with the instructions of Airbus Helicopters ASB AS332-53.01.86 or ASB EC225-53A048, as applicable to helicopter model.</p> <p style="text-align: center;">Table 1 – Compliance Time</p> <table border="1" data-bbox="549 887 1433 1211"> <thead> <tr> <th>Calendar time accumulated (on 12 December 2014 [the effective date of this AD at original issue]) by the helicopter since new</th> <th>Compliance time</th> </tr> </thead> <tbody> <tr> <td>Equal to or more than 12 months</td> <td>Within 3 months after 12 December 2014 [the effective date of this AD at original issue]</td> </tr> <tr> <td>Less than 12 months</td> <td>Within 15 months after date of manufacture</td> </tr> </tbody> </table> <p>(2) If, during the inspection as required by paragraph (1) of this AD, any corrosion is detected, before next flight, accomplish the actions as specified in paragraphs (2.1) and (2.2) of this AD in accordance with the instructions of Airbus Helicopters ASB AS332-53.01.86 or ASB EC225-53A048, as applicable to helicopter model:</p> <p>(2.1) Measure the depth of the corrosion, and</p> <p>(2.2) Accomplish a jettisoning test of the affected door.</p> <p>(3) If, during the measurement as required by paragraph (2.1) of this AD a depth of corrosion less than 0,5 mm is detected, before next flight, depending on the result of the jettisoning test as required by paragraph (2.2) of this AD, accomplish the applicable corrective action as specified in Table 2 of this AD in accordance with the instructions of Airbus Helicopters ASB AS332-53.01.86 or ASB EC225-53A048, as applicable to helicopter model.</p> <p style="text-align: center;">Table 2 – Corrective action</p> <table border="1" data-bbox="549 1800 1425 1973"> <thead> <tr> <th>Jettisoning Test result</th> <th>Corrective Action</th> </tr> </thead> <tbody> <tr> <td>Failed</td> <td>Replace the door jettisoning system with a serviceable part</td> </tr> <tr> <td>Passed</td> <td>Rework the door jettisoning system</td> </tr> </tbody> </table> | Calendar time accumulated (on 12 December 2014 [the effective date of this AD at original issue]) by the helicopter since new | Compliance time | Equal to or more than 12 months | Within 3 months after 12 December 2014 [the effective date of this AD at original issue] | Less than 12 months | Within 15 months after date of manufacture | Jettisoning Test result | Corrective Action | Failed | Replace the door jettisoning system with a serviceable part | Passed | Rework the door jettisoning system |
| Calendar time accumulated (on 12 December 2014 [the effective date of this AD at original issue]) by the helicopter since new | Compliance time   |   |                 |                                 |  |                     |  |                         |                   |        |   |        |                                    |
| Equal to or more than 12 months   | Within 3 months after 12 December 2014 [the effective date of this AD at original issue]  |   |                 |                                 |  |                     |  |                         |                   |        |   |        |                                    |
| Less than 12 months   | Within 15 months after date of manufacture  |   |                 |                                 |  |                     |  |                         |                   |        |   |        |                                    |
| Jettisoning Test result   | Corrective Action   |   |                 |                                 |  |                     |  |                         |                   |        |   |        |                                    |
| Failed  | Replace the door jettisoning system with a serviceable part   |   |                 |                                 |  |                     |  |                         |                   |        |   |        |                                    |
| Passed  | Rework the door jettisoning system  |   |                 |                                 |  |                     |  |                         |                   |        |   |        |                                    |

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|                    | <p>(4) If, during the measurement as required by paragraph (2.1) of this AD a depth of corrosion equal to or more than 0,5 mm is detected, before next flight, depending on the result of the jettisoning test as required by paragraph (2.2) of this AD, accomplish the applicable corrective action as specified in Table 2 of this AD in accordance with the instructions of Airbus Helicopters ASB AS332-53.01.86 or ASB EC225-53A048, as applicable to helicopter model.</p> <p>(5) Within 2 months after door jettisoning system rework, as required by paragraph (4) of this AD, and thereafter at intervals not to exceed 2 months, accomplish a jettisoning test of the affected door in accordance with the instructions of Airbus Helicopters ASB AS332-53.01.86 or ASB EC225-53A048, as applicable to helicopter model.</p> <p>(6) If, during any jettisoning test, as required by paragraph (5) of this AD, the test fails, before next flight, replace the door jettisoning system with a serviceable part in accordance with the instructions of Airbus Helicopters ASB AS332-53.01.86 or ASB EC225-53A048, as applicable to helicopter model.</p> <p>(7) Unless accomplished as required by paragraph (6) of this AD, within 6 months after door jettisoning system rework as required by paragraph (4) of this AD, replace the door jettisoning system with a serviceable part in accordance with the instructions of Airbus Helicopters ASB AS332-53.01.86 or ASB EC225-53A048, as applicable to helicopter model.</p> <p>(8) Replacement of the door jettisoning system, as required by paragraph (6) or (7) of this AD, constitutes terminating action for repetitive jettisoning test as required by paragraph (5) of this AD.</p> |
| Ref. Publications: | <p>Airbus Helicopters ASB AS332-53.01.86, dated 18 August 2014,<br/> Airbus Helicopters ASB EC225-53A048, dated 18 August 2014.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>  |
| Remarks:           | <ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>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.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact:<br/> Airbus Helicopters (EBSESB) – Aéroport de Marseille Provence 13725 Marignane Cedex, France;<br/> Telephone +33 (4) 42 85 97 97; Fax +33 (4) 42 85 99 66;<br/> E-mail: <a href="mailto:Directive.technical-support@airbus.com">Directive.technical-support@airbus.com</a>.</li> </ol>  |