


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<b>AD No.: 2015-0016</b>  <b>Date: 30 January 2015</b>  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.
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].	
<b>Design Approval Holder's Name:</b> AIRBUS HELICOPTERS	<b>Type/Model designation(s):</b> AS 332 and EC 225 helicopters
TCDS Number:	EASA.R.002
Foreign AD:	Not applicable
Supersedure:	None
<b>ATA 62</b>	<b>Rotor(s) – Main Rotor Blade Attachment Pin – Inspection</b>
Manufacturer(s):	Airbus Helicopters (formerly Eurocopter, Eurocopter France, Aerospatiale)
Applicability:	AS 332 L2 helicopters, all manufacturer serial numbers (MSN), if equipped with Main Rotor Blade (MRB) Attachment Pin Part Number (P/N) 332A31-2123-00 or P/N 332A31-2115-20, and  EC 225 LP helicopters, all MSN, if equipped with MRB Attachment Pin P/N 332A31-3204-20.
Reason:	<p>Three cases of cracked MRB Attachment Pins were reported. All three pins were installed on the same AS 332 L2 helicopter Main Rotor Hub. Subsequent investigation revealed that the cracking was the result of a combination of factors, among them prevailing the corrosion initiated in the inner diameter area of the pin chamfer.</p> <p>This condition, if not detected and corrected, could lead to failure of the MRB Attachment Pin, resulting in loss of control of the helicopter.</p> <p>To address this potential unsafe condition, Airbus Helicopters issued Alert Service Bulletin (ASB) AS332-05.00.99 and ASB EC225-05A040 to provide inspection instructions.</p> <p>For the reasons described above, this AD requires repetitive inspection of the MRB Attachment Pins and, depending on findings, corrective action(s).</p>
Effective Date:	13 February 2015

Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the threshold as defined in Table 1 of this AD, as applicable to helicopter model, and, thereafter, at intervals not to exceed the values as specified in Table 1 of this AD, as applicable, inspect each MRB Attachment Pin P/N 332A31-2123-00, P/N 332A31-2115-20, and P/N 332A31-3204-20, in accordance with the instructions of paragraph 3.B of Airbus Helicopters ASB AS332-05.00.99 or ASB EC225-05A040, as applicable to helicopter model.</p> <p style="text-align: center;">Table 1 Compliance Time</p> <table><tr><th>Model</th><th>Threshold (after the effective date of this AD)</th><th>Intervals (whichever occurs first)</th></tr><tr><td>AS 332 L2</td><td>410 Flight hours (FH)</td><td>825 FH, or 26 months</td></tr><tr><td>EC 225 LP</td><td>660 FH</td><td>1 320 FH, or 26 months</td></tr></table> <p>Note: The FH specified in Table 1 of this AD are those accumulated by each MRB Attachment Pin.</p> <p>(2) If, during any inspection, as required by paragraph (1) of this AD, any corrosion is detected, before next flight, remove the corrosion from the MRB Attachment Pin(s) in accordance with the instructions of paragraph 3.B of Airbus Helicopters ASB AS332-05.00.99 or ASB EC225-05A040, as applicable to helicopter model.</p> <p>(3) After four removals of corrosion, as required by paragraph (2) of this AD, when finding corrosion during a next inspection as required by paragraph (1) of this AD, before next flight, replace the affected MRB Attachment Pin with a serviceable part in accordance with the instructions of paragraph 3.B of Airbus Helicopters ASB AS332-05.00.99 or ASB EC225-05A040, as applicable to helicopter model.</p> <p>(4) If, during any inspection as required by paragraph (1) of this AD, any crack is detected, before next flight, replace the affected MRB Attachment Pin with a serviceable part in accordance with instructions of paragraph 3.B of Airbus Helicopters ASB AS332-05.00.99 or ASB EC225-05A040, as applicable to helicopter model.</p> <p>(5) From the effective date of this AD, installation on a helicopter of a MRB Attachment Pin P/N 332A31-2123-00, P/N 332A31-2115-20, or P/N 332A31-3204-20, as applicable to helicopter model, is allowed, provided that the MRB Attachment Pin is in compliance with the requirements of this AD.</p>	Model	Threshold (after the effective date of this AD)	Intervals (whichever occurs first)	AS 332 L2	410 Flight hours (FH)	825 FH, or 26 months	EC 225 LP	660 FH	1 320 FH, or 26 months
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Ref. Publications:	<p>Airbus Helicopters ASB EC225-05A040 dated 22 December 2014, Airbus Helicopters ASB AS332-05.00.99 dated 22 December 2014.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>									
Remarks:	<p>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</p> <p>2. This AD was posted on 22 December 2014 as PAD 14-179 for consultation until 19 January 2015. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu">http://ad.easa.europa.eu</a>.</p> <p>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>.</p> <p>4. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters (EBSESB) – Aéroport de Marseille Provence 13725</p>									

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