



Airworthiness Directive

AD No.: 2015-0242

Issued: 24 December 2015

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, 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 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 (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

AIRBUS HELICOPTERS

Type/Model designation(s):

SA 365 and AS 365 helicopters

Effective Date: 07 January 2016

TCDS Number(s): EASA.R.105

Foreign AD: Not applicable

Supersedure: None

ATA 25 – Equipment / Furnishing – Internal Life Rafts – Inspection

Manufacturer(s):

Airbus Helicopters (formerly Eurocopter, Eurocopter France, Aerospatiale)

Applicability:

SA 365 N, SA 365 N1, AS 365 N2 and AS 365 N3 helicopters, all serial numbers, if equipped with an internal life raft installation.

Reason:

During overhaul/repair of a half rescue kit performed by the equipment manufacturer, scorch marks were found on a life raft. Subsequent investigation revealed that the damage was due to an unsuitable raft folding process, which led to compression of the flash light battery. This compression caused an electrolyte leakage, followed by a short-circuit that damaged the internal life raft.

This condition, if not detected and corrected, could result in failure of deployment of the internal life raft (for example after a ditching), impeding or preventing safe evacuation of the occupants from the helicopter.

To address this potentially unsafe condition, Airbus Helicopters issued Alert Service Bulletin (ASB) AS365-25.01.63, which refers to Zodiac Aerospace Service Bulletin (SB) No. 025-64-13, to provide inspection instructions.



For the reason described above, this AD requires a one-time inspection of the right hand (RH) and left hand (LH) half rescue kits of the internal life raft installation and, depending on findings, corrective action.

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

Required as indicated, unless accomplished previously:

- (1) Within 6 months after the effective date of this AD, accomplish the actions as required by paragraphs (1)(a) and (1)(b) of this AD.
 - (a) Identify the Part Number (P/N) and Serial Number (S/N) of each RH and LH half rescue kits of the internal life raft installation on the helicopter. A review of helicopter maintenance records is acceptable to make this identification, provided those records can be relied upon for the purpose of this requirement.
 - (b) If, during the identification as required by paragraph (1)(a) of this AD, a half rescue kit, as identified in Appendix 1 of this AD, is found, inspect that half rescue kit in accordance with paragraph 3.B of Airbus Helicopters ASB AS365-25.01.63.
- (2) If, during the inspection as required by paragraph (1)(b) of this AD, any life raft damage is detected, before next flight, accomplish all applicable corrective actions in accordance with the instructions of Zodiac Aerospace SB No. 025-64-13 referred to in paragraph 3.B of Airbus Helicopters ASB AS365-25.01.63.
- (3) From the effective date of this AD, installation on a helicopter of a half rescue kit, as identified in Appendix 1 of this AD, is allowed, provided that, prior to installation, the part has passed an inspection in accordance with the instructions of paragraph 3.B.2. of Airbus Helicopters ASB AS365-25.01.63.

Ref. Publications:

Airbus Helicopters ASB AS365-25.01.63 original issue, dated 15 December 2015.

Zodiac Aerospace SB No. 025-64-13 original issue, dated 23 November 2015.

The use of later approved revisions of these documents 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 Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.



4. 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
Telephone +33 (4) 42 85 97 97, Facsimile +33 (4) 42 85 99 66,
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Appendix 1 Affected half rescue kits

Half rescue kits with Manufacturer Part Number (MP/N) 203631-2 (Airbus Helicopter P/N 704A42691019) or MP/N 203631-4 (Airbus Helicopter P/N 704A42691056) having S/N:

- 1) strictly above 335 and strictly below 341,
or
- 2) strictly above 336, which are modified in accordance with Zodiac Aerospace SB No. 25-66-43,
or
- 3) all S/N followed by letter "R" which are modified in accordance with Zodiac Aerospace SB No. 25-66-43,

Except :

- 1) half rescue kits inspected and, depending on findings, corrected in accordance with Zodiac Aerospace SB No. 05-64-13

and

- 2) S/N 125, 127, 203, 229, 259, 288, 295, 303, 334 and S/N 1246R.

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