



Emergency Airworthiness Directive

AD No.: 2018-0140-E

Issued: 29 June 2018

Note: This Emergency 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):

AS 332 and EC 225 helicopters

Effective Date: 03 July 2018

TCDS Number(s): EASA.R.002

Foreign AD: Not applicable

Supersedure: None

ATA 25 – Equipment & Furnishings – Hoist – Removal

ATA 52 – Doors – Cabin Sliding Plug Doors / Emergency Jettisoning System – Rotorcraft Flight Manual Amendment / Placard Installation

Manufacturer(s):

Airbus Helicopters (AH), formerly Eurocopter, Eurocopter France, Aerospatiale

Applicability:

AS 332 C, AS 332 C1, AS 332 L, AS 332 L1, AS 332 L2 and EC 225 LP helicopters, all manufacturer serial numbers.

Definitions:

For the purpose of this AD, the following definitions apply:

The ASB: AH AS 332 Alert Service Bulletin (ASB) 01.00.89 and EC 225 ASB 04A014 (single document) Revision 1, as applicable to helicopter model.

The applicable SB: AH Service Bulletin (SB) AS332-52.00.43 and EC225-52-008, as applicable.

Groups: Group 1 helicopters are those equipped with a hoist arm, and have a right-hand (RH) side lateral sliding door installed that has embodied either AH production modification (mod) 0726841, or



the applicable SB. Group 2 helicopters are those equipped with a hoist arm, but the RH side lateral sliding door does not embody AH mod 0726841, nor the applicable SB.

Reason:

During a scheduled jettison test of the RH side lateral sliding plug door an interference between the hoist arm and the sliding plug door median fitting (reinforced bracket) was identified. As a consequence, the sliding plug door remained blocked between the hoist, airframe and access step. The reinforced bracket was introduced through AH mod 0726841, and this mod was required by EASA AD 2015-0167, using the applicable SB.

This condition, if not corrected, could prevent jettisoning the RH sliding plug door in an emergency situation, thereby obstructing evacuation, possibly resulting in injury to occupants.

To address this potential unsafe condition, AH issued the ASB to provide appropriate instructions.

For the reason described above, this AD requires removal of the hoist arm. This AD also introduces an alternative method of compliance by amending the applicable RFM and installation of a placard prohibiting the use of the jettison system of the RH side lateral sliding plug door.

AH is developing a mod to eliminate the interference between the hoist arm (if installed) and the sliding plug door median fitting to allow unobstructed jettisoning of the RH lateral sliding plug door. Pending the availability of that mod, this AD is considered as an interim action and further AD action may follow.

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

Required as indicated, unless accomplished previously:

Hoist Removal:

- (1) For Group 1 helicopters: Within 10 flight hours (FH) after the effective date of this AD, remove the hoist arm in accordance with the instructions of the paragraph 3.B.2.a of the ASB.
- (2) For Group 2 helicopters: Concurrent with modification of a helicopter in accordance with the applicable SB (reinforcement of the side sliding-plug door median fitting), remove the hoist arm in accordance with the instructions of the paragraph 3.B.2.a of the ASB.

Acceptable Alternative Method of Compliance:

- (3) For Group 1 and Group 2 helicopters: In case operations require use of hoist, as an alternative to the action required by paragraph (1) or (2) of this AD, within the same compliance time, as applicable, accomplish the actions specified in paragraphs (3.1) and (3.2) of this AD, notify all flight crews and, thereafter, operate the helicopter accordingly.
 - (3.1) Amend the normal and emergency procedures of the applicable RFM by inserting a copy of RFM amendment listed in Appendix 4 of the ASB. Introducing a later revision of the RFM that includes these instructions is an acceptable method to comply with the requirements of paragraph (3.1) of this AD.



- (3.2) Install black masking labels and placards in the cabin and on the external surface of the fuselage and in the cockpit, as applicable, prohibiting use of the jettison system of the RH side lateral sliding door in accordance with the instructions of the paragraph 3.B.2.b of the ASB.

Credit:

- (4) Removal of the hoist arm or amendment of the RFM, accomplished before the effective date of this AD in accordance with the instructions of the original issue of AS 332 ASB 01.00.89 or EC 225 ASB 04A014, as applicable, are acceptable to comply with the requirements of paragraphs (1), (2) or (3.1) of this AD for that helicopter.

Ref. Publications:

AH AS 332 ASB 01.00.89 and EC 225 ASB 04A014 (single document), original issue dated 07 June 2018 and Revision 1 dated 28 June 2018.

AH SB AS332-52.00.43 original issue dated 23 June 2015.

AH SB EC225-52-008 original issue dated 23 June 2015.

The use of later approved revisions of above-mentioned document 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. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#).
5. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters (EBSESB) – Aéroport de Marseille Provence 13725 Marignane Cedex, France, Telephone +33 (4) 42 85 97 97; Fax +33 (4) 42 85 99 66; E-mail: Directive.technical-support@airbus.com.

