

Airworthiness Directive

AD No.: 2019-0064

Issued: 27 March 2019

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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 (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS HELICOPTERS

Type/Model designation(s):

AS 332 helicopters

Effective Date: 10 April 2019

TCDS Number(s): EASA.R.002

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2017-0022 dated 08 February 2017.

ATA 52 – Doors – Cabin Sliding Plug Doors / Emergency Jettisoning System – Inspection / Modification

Manufacturer(s):

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

Applicability:

AS 332 C, AS 332 C1, AS 332 L and AS 332 L1 helicopters, all manufacturer serial numbers, if equipped with a cabin sliding plug door modified in accordance with AH modification (mod) 0722338, except helicopters that have embodied Eurocopter mod 0725366 or AH mod 0723667 in production, or have embodied Eurocopter AS 332 Service Bulletin (SB) No. 52.00.28 (any revision), or Aerospatiale AS332 SB No. 52.26 (any revision), as applicable, in service.

Definitions:

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

The inspection ASB: AH Alert Service Bulletin (ASB) AS332-52.00.56.

The modification ASB: AH ASB AS332-52.00.59.

Affected part: Jettisoning mechanism of the cabin lateral sliding plug doors, left-hand (LH) and right-hand (RH) sides.

Reason:

An occurrence was reported where, during scheduled inspection of an affected part, the plug door failed its emergency jettisoning test. Subsequent investigation of the affected mechanism revealed that the cable of the jettison handle interfered with the cable clamps.

This condition, if not detected and corrected, could lead to jamming of the door jettisoning mechanism, preventing jettisoning of the affected door in an emergency situation, possibly obstructing the evacuation of occupants.

To address this potential unsafe condition, AH issued the inspection ASB to provide inspection instructions. Consequently, EASA issued AD 2017-0022 to require repetitive inspections of the affected parts, and, depending on finding(s), accomplishment of applicable corrective action(s). Formerly, Eurocopter had developed mod 0725366, available for in-service installation through AS 332 SB No. 52.00.28, introducing an improved design of the affected parts for helicopters equipped with machined frames, which provided terminating action to the repetitive inspections required by EASA AD 2017-0022.

Since that AD was issued, EASA determined that other former mod 0723667 developed by Aerospatiale, modifying the rotation of the plug door jettison latches and available for in-service installation through the AS 332 SB No. 52.26, was providing alternative terminating action to the repetitive inspection required by EASA AD 2017-0022. Additionally, to adapt embodiment of mod 0725366 for helicopters equipped with metal sheet frames and machined frames, AH developed mods 332A081738.00 and 332A081738.01, available for in-service installation through the modification ASB, modifying the release system of the lateral plug doors of these helicopters. Finally, AH formerly developed mods 0726176, 0726749 and 0728042, also available for in-service installation through the modification ASB, whose purpose is to reinforce plug door lower rail and jettison system's lower retractable stop.

For the reasons described above, this AD retains the requirements of EASA AD 2017-0022, which is superseded, and requires modification of the release system of the lateral plug doors, which constitutes terminating action for the repetitive inspections. This AD also provides acceptable alternative modification methods.

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

Required as indicated, unless accomplished previously:

Repetitive Inspections:

- (1) During the next jettisoning test of the cabin lateral sliding plug door or within 110 flight hours (FH), whichever occurs first after 22 February 2017 [effective date of EASA AD 2017-0022], and, thereafter, during accomplishment of each maintenance task listed in paragraph 1.E.2 of the inspection ASB, inspect the affected parts in accordance with the instructions of section 3 of the inspection ASB.

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, any discrepancy is detected, as described in the inspection ASB, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of section 3 of the inspection ASB.



Modification:

- (3) Within 550 FH or 27 months, whichever occurs first after the effective date of this AD, modify the release system of each lateral plug door in accordance with the instructions of section 3 of the modification ASB.
- (4) Modification of a helicopter in accordance with the instructions of Eurocopter AS 322 SB No. 52.00.28 (at any revision) or Aerospatiale AS 332 SB No. 52.26 (at any revision), as applicable, is an acceptable alternative method to comply with the requirements of paragraph (3) of this AD for that helicopter.

Terminating Action:

- (5) Accomplishment of corrective action(s) on a helicopter, as required by paragraph (2) of this AD, does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that helicopter.
- (6) Modification of a helicopter as required by paragraph (3) of this AD, or as specified in paragraph (4) of this AD, as applicable, constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that helicopter.

Ref. Publications:

Eurocopter AS 322 SB No. 52.00.28 original issue dated 15 December 1994, or Revision 1 dated 29 April 1998.

AH ASB AS332-52.00.56 original issue dated 30 January 2017.

AH ASB AS332-52.00.59 original issue dated 19 December 2018, or Revision 1 dated 22 February 2019.

Aerospatiale AS 332 SB No. 52.26 original issue dated 31 October 1991.

The use of later approved revisions of the above-mentioned 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. This AD was posted on 25 February 2019 as PAD 19-030 for consultation until 25 March 2019. No comments were received during the consultation period.
- 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 (Technical Support), Aéroport de Marseille Provence 13725 Marignane Cedex, France, Telephone +33 (0)4 42 85 97 97, Fax +33 (0)4 42 85 99 66, Web portal: <https://keycopter.airbushelicopters.com> > Technical Requests Management, E-mail: support.technical-dyncomp.ah@airbus.com, and TechnicalSupport.Helicopters@airbus.com.

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