



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 21-034

**Issued:** 03 March 2021

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

**Design Approval Holder's Name:**

AIRBUS HELICOPTERS

**Type/Model designation(s):**

AS 332 L2 and EC 225 LP helicopters

**Effective Date:** [TBD - standard: 14 days after AD issue date]

**TCDS Number(s):** EASA.R.002

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA – Rotorcraft Flight Manual – Supplements / One-Engine Inoperative Performance Limitations – Amendment

#### Manufacturer(s):

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

#### Applicability:

AS 332 L2 and EC 225 LP helicopters, all manufacturer serial numbers.

#### Definitions:

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

**The applicable RFM NR:** AS 332 L2 Rotorcraft Flight Manual (RFM) Normal Revision (NR) 22 (date code 19-30), EC 225 LP Standard RFM NR 34 (date code 20-50) and EC 225 LP Multi-Purpose Air Intakes RFM NR 48 (date code 20-50), as applicable.

#### Reason:

A discrepancy was found in the previous revisions of the applicable RFM NR, not specifying the one-engine inoperative (OEI) performance limitations for 10 or more passenger seating configurations, as required by the Federal Aviation Regulation (FAR) 29.1 (on AS 332 L2) and Joint Aviation Requirements (JAR) 29.1 (on EC 225 LP), which are the applicable airworthiness standards



of the type-certification basis of the affected helicopters. All performance information required by FAR and JAR 29.1 were provided in the basic part of the AS 332 L2 and EC 225 LP RFMs and relevant Category A supplements, but not recalled in the Limitations Section (i.e. RFM Section 2).

This condition, if not corrected, could lead to incorrect determination of OEI performance characteristics as prescribed in the RFM, possibly resulting in reduced control of the helicopter.

AH has therefore issued the applicable RFM NR to include in Section 2 of the RFM the cross-reference(s) to the relevant OEI performance charts.

For the reason described above, this AD requires amendment of the RFM of the helicopter.

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

Required as indicated, unless accomplished previously:

#### **Amendment:**

- (1) Within 30 days after the effective date of this AD, amend the RFM of the helicopter to incorporate the applicable RFM NR, inform all flight crew and, thereafter, operate the helicopter accordingly.
- (2) Amending the applicable RFM NR of a helicopter to incorporate a later approved RFM revision, which includes information of equal effect to that presented in the applicable RFM NR, is an acceptable method to comply with the requirements of paragraph (1) of this AD for that helicopter.

#### **Ref. Publications:**

AS 332 L2 RFM NR 22 (date code 19-30) dated 21 January 2021.

EC 225 LP Standard RFM NR 34 (date code 20-50) dated 21 January 2021.

EC 225 LP Multi-Purpose Air Intakes RFM NR 48 (date code 20-50) dated 21 January 2021.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

#### **Remarks:**

1. This Proposed AD will be closed for consultation on 31 March 2021.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be



installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

4. For any question concerning the technical content of the requirements in this PAD, please contact: Airbus Helicopters (Technical Support), web portal: <https://keycopter.airbushelicopters.com> > Technical Requests Management, or e-mail: [support.technical-airframe.ah@airbus.com](mailto:support.technical-airframe.ah@airbus.com) and [TechnicalSupport.Helicopters@airbus.com](mailto:TechnicalSupport.Helicopters@airbus.com).

