

 Direction générale de l'aviation civile France GSAC publication	AIRWORTHINESS DIRECTIVE No F-2004-138 R1		Distribution: A	Issue date: October 26, 2005	Page : 1/2
	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.			<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.					
Corresponding foreign Airworthiness Directive(s): Not applicable			Airworthiness Directive(s) replaced: F-2004-138 original issue		
Person in charge of airworthiness: EUROCOPTER			Type(s): AS 332 L2 helicopters		
Type certificate(s) No. 56 TCDS No 127					
ATA chapter: 52		Subject: Doors - Plug doors			

1. EFFECTIVITY:

AS 332 L2 helicopters equipped with plug doors.

Note: this Airworthiness Directive (AD) is intended for maintenance personnel and crews.

2. REASONS:

This AD is issued following the loss of a RH plug door from an AS 332 L helicopter in flight.

Revision 1 of this AD:

- covers referenced EUROCOPTER AS 332 Alert Service Bulletin (ASB) No. 52.00.34 which supersedes EUROCOPTER AS 332 ASB No. 52.00.33, cancelled for AS 332 L2 helicopters, and which formed the subject of the original edition of this AD,
- specifies the operational procedure described in § 2.B. of the referenced ASB, taking into account the rotation or non-rotation of the roller support shaft of the sliding door middle fitting.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures are rendered mandatory as from the effective date of the original issue of this AD:

3.1. At the latest at the ALF-check (check after the last flight of the day), check that there is no interference between the step of the middle-rail stop assembly and the plug door fitting, in compliance with the instructions given in § 2.B. of referenced EUROCOPTER AS 332 ASB No. 52.00.34.

3.2. Result analysis

3.2.1. If there is no interference, leave as is and resume flights.

	AIRWORTHINESS DIRECTIVE No F-2004-138 R1	Distribution: A	Issue date: October 26, 2005	Page: 2/2
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3.2.2. Case of plug doors affected by interference indicated by wear between the step of the rail of the stop assembly and the shaft of the fitting.

If there is interference with or without shaft rotation:

- No later than within the next 50 flying hours, then at intervals not exceeding 50 flying hours, comply with the instructions given in § 2.B.1.b. of the referenced ASB.
- Pending replacement of damaged parts, operators can resume flights, but **opening and closing the plug door in flight is permitted only in an emergency, in compliance with the instructions given in NOTE 3 in paragraph 2. of the referenced ASB.**
- Affix a label to the immediate vicinity of the inner door handles, indicating this restriction (red text, and in the immediate vicinity of the inner door handles).

3.3. Before installing a plug door held as spares, comply with the instructions given in § 2.B. of the referenced ASB.

4. REFERENCE PUBLICATION:

EUROCOPTER AS 332 Alert Service Bulletin No. 52.00.34.
 (Any subsequent approved Revision of this ASB is acceptable).

5. EFFECTIVE DATES:

Original issue : August 28, 2004
Revision 1 : November 05, 2005

6. REMARK:

For any questions concerning the technical content of the requirements in this AD, please contact:

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7. APPROVAL:

This AD Revision is approved under EASA reference No 2005-6376 dated October 18, 2005.