

 Direction générale de l'aviation civile France GSAC publication	AIRWORTHINESS DIRECTIVE No F-2004-142 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>		
<p align="center">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.</p>					
Corresponding foreign Airworthiness Directive(s): Not applicable			Airworthiness Directive(s) replaced: F-2004-142 original issue		
Person in charge of airworthiness: EUROCOPTER			Type(s): AS 332 C, C1, L and L1 helicopters		
Type certificate(s) No. 56 TCDS No 127					
ATA chapter: 52		Subject: Doors - Plug doors			

1. EFFECTIVITY:

AS 332 C, C1, L and L1 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 Revision 1 of referenced EUROCOPTER AS 332 Alert Service Bulletin (ASB) No. 52.00.33,
- 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 52.00.33 R1.

3.2. Result analysis

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



AIRWORTHINESS DIRECTIVE
No F-2004-142 R1

Distribution:
A

Issue date:
October 26, 2005

Page:
2/2

3.2.2. Case of plug doors before embodiment of MOD 0725366, 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:

Before the next flight:

- Comply with the instructions given in § 1.E.2.a.1. of the referenced ASB, and in all cases:

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).

3.2.3. Case of plug doors after embodiment of MOD 0725366, 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 § 1.E.2.a.2. of the referenced ASB.

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. 52.00.33 R1.
(Any subsequent approved revision to this Alert Service Bulletin 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 2005-6377 dated October 18, 2005.