


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2012-0111</b></p> <p><b>Date: 22 June 2012</b></p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p><b>Design Approval Holder's Name:</b> EUROCOPTER</p>	<p><b>Type/Model designation(s):</b> AS 332 and EC 225 helicopters</p>	
TCDS Number:	EASA.R.002	
Foreign AD:	Not applicable	
Supersedure:	This AD supersedes EASA Emergency AD 2011-0044-E dated 14 March 2011	
<b>ATA 52</b>	<b>Doors – Cabin Sliding and Plugging Doors – Limitation / Modification / Inspection</b>	
Manufacturer(s):	Eurocopter (formerly Eurocopter France).	
Applicability:	Eurocopter AS 332 C, AS 332 C1, AS 332 L, AS 332 L1, AS 332 L2 and EC 225 LP helicopters, all serial numbers, equipped with one or two cabin lateral sliding and plugging doors.	
Reason:	<p>Eurocopter reported in-flight loss of the cabin lateral Right Hand (sliding and plugging) door of an AS532 military Super-Puma helicopter. The helicopter took off with the door open and it was then attempted to close it in flight. On completion of the door sliding, the operator failed to plug/lock the door. One of the crew members intervened to help the operator. At that very moment, the door departed from the structure and caused the crew member to fall outside the aircraft.</p> <p>According to the initial investigations, this accident was likely caused by a static failure of the middle fitting of the cabin door; this is the shaft supporting the roller allowing the door to slide in its fuselage external middle rail. The design of the cabin doors is identical on the civil models of the Super-Puma and the same unsafe condition is thus likely to exist or occur in those helicopters.</p> <p>This condition, if not prevented, could result in damage to the helicopter while not hovering or injury to persons on the ground.</p> <p>To address this unsafe condition, EASA issued Emergency AD 2011-0044-E which required, as an interim measure, a new flight operating limitation that prohibits the cabin lateral (sliding and plugging) doors from opening or closing in flight over people on the ground and unless flying in a stabilized hover.</p> <p>Since that AD was issued, Eurocopter have defined a procedure for the sliding</p>	

	<p>lateral plug door operation, including the installation of placards/markings, through modification 0726828, which limits the impact loads on the stop fittings during door closing.</p> <p>For the reasons described above, this new AD retains the requirements of EASA Emergency AD 2011-0044-E, which is superseded, and requires installation of sliding lateral plug door operation placards/markings (modification 0726828) and repetitive inspections of the door fittings. After modification and inspection, the flight operating limitations as required by AD 2011-0044-E are no longer required and can be removed from the helicopter.</p>
Effective Date:	25 June 2012
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) For each flight after 14 March 2011 [the effective date of AD 2011-0044-E], obey the following flight operating limitations: <ol style="list-style-type: none"> <li>(1.1) Do not open or close the cabin lateral (sliding and plugging) doors in flight over people on ground, and</li> <li>(1.2) Do not open or close in flight the cabin lateral (sliding and plugging) doors unless hovering stabilized.</li> </ol> </li> <li>(2) Before next flight after 14 March 2011 [the effective date of EASA AD 2011-0044-E], insert a copy of AD 2011-0044-E in the Limitations Section of the Rotorcraft Flight Manual and in the company Operation Manual, if any.</li> <li>(3) Before next flight after 14 March 2011 [the effective date of EASA AD 2011-0044-E], install a placard in the immediate vicinity of the inside lateral (sliding and plugging) door handles with the following statement: <div style="border: 1px solid black; padding: 5px; text-align: center; margin: 10px 0;"> <p><b>DO NOT OPEN OR CLOSE IN FLIGHT OVER PEOPLE ON GROUND AND UNLESS IN STABILIZED HOVER</b></p> </div> <p>Note: the placard can be made locally:</p> <ul style="list-style-type: none"> <li>- Size of letters: 6 mm minimum.</li> <li>- Red letters on white background.</li> </ul> </li> <li>(4) Within 100 flight hours (FH) or 12 months, whichever occurs first after the effective date of this AD, install sliding lateral plug door operation placards/markings in accordance with the instructions of paragraph 3.B.2 of Eurocopter Alert Service Bulletin (ASB) 01.00.79 Rev.1 or ASB 04A007 Rev.1 (modification 0726828), as applicable to helicopter Model.</li> <li>(5) Before next flight after installation of the placards/markings as required by paragraph (4) of this AD, and thereafter at intervals not to exceed 110 FH or 24 months, whichever occurs first, inspect the fittings of the sliding lateral plug doors for cracks in accordance with the instructions of paragraph 3.B.3 of Eurocopter ASB 01.00.79 Rev.1 or ASB 04A007 Rev.1, as applicable to helicopter Model.</li> <li>(6) If, during any inspection as required by paragraph (5) of this AD, a crack is found, before next flight, replace the affected fitting with a serviceable part in accordance with instructions of paragraph 3.B.4 of Eurocopter ASB 01.00.79 Rev.1 or ASB 04A007 Rev.1, as applicable to helicopter Model. Replacement of a sliding lateral plug door fitting does not constitute terminating action for the repetitive inspection required by paragraph (5) of this AD.</li> <li>(7) After passing the initial inspection as required by paragraph (5) of this AD, if no crack is found or after replacement of the fitting as required by paragraph (6) of this AD if a crack was found, as applicable, the placard</li> </ol>

	<p>and copy of the EASA AD 2011-0044-E as required by paragraphs (2) and (3) of this AD can be removed from the helicopter, which constitutes terminating action to the flight operating limitations required by paragraph (1) of this AD.</p> <p>(8) From the effective date of this AD, do not install any sliding plug door on a helicopter, unless in accordance with the requirements of this AD. Initial inspection for cracks, before next flight, required by paragraph (5) of this AD is not required for doors with newly manufactured fitting installed.</p> <p>(9) As an alternative to the requirements of paragraphs (5) and (6) of this AD, at the operator's discretion, prohibition of in-flight operation of the sliding lateral plug door can be accomplished in accordance with the instructions of paragraph 3.B.5 of Eurocopter ASB 01.00.79 Rev.1 or ASB 04A007 Rev.1, as applicable to helicopter Model. Concurrently, the placard and copy of the EASA AD 2011-0044-E as required by paragraphs (2) and (3) of this AD can be removed from the helicopter, which constitutes terminating action to the flight operating limitations required by paragraph (1) of this AD. Compliance with paragraphs (5) and (6) of this AD cancels the prohibition of this paragraph (9) of this AD.</p>
Ref. Publications:	<p>Eurocopter ASB No. 01.00.79 Revision 1 dated 06 June 2012.</p> <p>Eurocopter ASB No. 04A007 Revision 1 dated 06 June 2012.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. Based on the required actions and the compliance time, EASA have decided to issue of a Final AD with Request for Comments, postponing the public consultation process until after publication.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: EUROCOPTER (STDI) – Aéroport de Marseille Provence 13725 Marignane Cedex, France, Telephone +33 (4) 42 85 97 97; Facsimile +33 (4) 42 85 99 66; E-mail: <a href="mailto:Directive.technical-support@eurocopter.com">Directive.technical-support@eurocopter.com</a>.</li> </ol>