Airworthiness Directive

AD No.: 2021-0101R2

Issued: 21 December 2022

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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] 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):

SA 365, AS 365 and EC 155 helicopters

Effective Date:	Revision 2: 28 December 2022 Revision 1: 04 March 2022 Original issue: 26 April 2021
TCDS Number(s):	EASA.R.105
Foreign AD:	Not applicable
Revision:	This AD revises EASA AD 2021-0101R1 dated 25 February 2022, the original issue of which superseded EASA AD 2021-0041 dated 28 January 2021.

ATA 52 – Doors – Placards – Installation

ATA – Rotorcraft Flight Manual – Section Emergency Procedures – Amendment

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Manufacturer(s):

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

Applicability:

SA 365 N, SA 365 N1, AS 365 N2, AS 365 N3, EC 155 B and EC 155 B1 helicopters, all serial numbers (s/n).

Definitions:

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

Groups: Group 1 are EC 155 B and EC 155 B1 helicopters, all s/n, if equipped with an emergency flotation system (EFS), and that have a cabin layout where the passage between cabin and cockpit is smaller than a Type 4 passage, as defined in this AD; except helicopters that have AH modification (MOD) 0752C77 embodied in production.

Group 2 are SA 365 N, SA 365 N1, AS 365 N2 and AS 365 N3 helicopters, all s/n, if equipped with an EFS, and that have a cabin layout where the passage between cabin and cockpit is smaller than a Type 4 passage; except helicopters that have AH MOD 0752C71 embodied in production.

Group 3 are SA 365 N, SA 365 N1, AS 365 N2 and AS 365 N3 helicopters, all s/n, if equipped with the fixed parts of the AH FLIR system installation, and that also belong to Group 2; except helicopters that have AH MOD MC90B73 embodied in production.

Group 4 are SA 365 N, SA 365 N1, AS 365 N2 and AS 365 N3 helicopters, all s/n, if equipped with the fixed parts of the AH FLIR system installation, and that do not belong to Group 2; except helicopters that have AH MOD MC90B73 embodied in production.

The applicable ASB: AH Alert Service Bulletin (ASB) EC155-52A033 (for Group 1 helicopters), ASB AS365-52.00.27 (Group 2 helicopters), ASB AS365-52.00.27 and ASB AS365-52.00.29 (Group 3 helicopters) and ASB AS365-52.00.29 (Group 4 helicopters), as applicable.

The applicable RFM supplement: Rotorcraft Flight Manual (RFM) Supplement (SUP) 10.4 Normal Revision (NR)7 (for SA 365 N), SUP.10.4 NR9 (SA 365 N1), SUP.14 NR6 (AS 365 N2), SUP.14 NR12 (AS 365 N3), SUP.14 NR7 (EC 155 B) or SUP.14 NR8 (EC 155 B1), as applicable, or later approved revisions.

Type 4 passage: A passage having the minimum dimensions (or wider) as specified in Appendix 4.A of AH ASB EC155-52A033 or AH ASB AS365-52.00.27, as applicable.

Reason:

Occurrences were reported where, on certain helicopters equipped with an EFS, the cockpit doors could not be opened after ditching with inflated floats, and emergency evacuation was only possible by jettisoning the hinged doors from the inside, or by accessing the emergency exits in the cabin, which is also the way used for evacuating both cabin and cockpit from the outside. It was determined that, for certain interior layouts, the passage from cockpit to cabin may be impaired, particularly when the helicopter is equipped with a VIP interior having a bulkhead separating cockpit from cabin.

This condition, if not corrected, could prevent or delay evacuation from the helicopter, possibly resulting in injury to occupants, in case an evacuation is only possible from the outside after an emergency ditching with inflated floats.

To address this potential unsafe condition, AH designed an external jettisoning system and placards (MOD 0752C71) for the cockpit doors on SA/AS 365 helicopters, and placards (MOD 0752C77) for EC 155 helicopters, and issued the applicable ASB for Group 1 and Group 2 helicopters, as defined in this AD, to provide installation instructions. AH also introduced the applicable RFM supplements to update the ditching instructions. Consequently, EASA issued AD 2021-0041 to require installation of an external jettisoning system on Group 2 helicopters, installation of placards on Group 1 and Group 2 helicopters and amendment of the RFM of Group 1 and Group 2 helicopters to include the new RFM supplements.

After that AD was issued, it was determined that, on certain AS 365 helicopters equipped with the AH FLIR system installation kit, the emergency evacuation from the cabin on the side where the FLIR system is installed is also only possible by jettisoning the hinged doors from the inside.

Consequently, AH designed placards (MOD MC90B73) for the cabin doors on AS 365 helicopters and issued the applicable ASB for Group 3 and Group 4 helicopters to provide installation instructions, and EASA issued AD 2021-0101, retaining the requirements of EASA AD 2021-0041, which was superseded, and additionally requiring installation of placards on cabin doors of Group 3 and Group 4 helicopters.

After that AD was issued, further to an updated risk assessment, AH issued ASB AS365-52.00.29 Revision 01, and EASA issued AD 2021-0101R1 accordingly to extend the compliance time for modification of Group 4 helicopters.

Since EASA AD 2021-0101R1 was issued, AH published ASB AS365-52.00.27 Revision 03 to provide updated modification instructions. Further assessment determined that a longer compliance time may be granted for modification of certain helicopters.

For the reason described above, this AD is revised to extend the compliance time for modification of Group 2 and Group 3 helicopters.

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

Required as indicated, unless accomplished previously:

RFM Amendment:

(1) For Group 1 and Group 2 helicopters: Within 30 days after 11 February 2021 [the effective date of EASA AD 2021-0041] amend the RFM by incorporating the applicable RFM supplement, as defined in this AD, inform all flight crews and, thereafter, operate the helicopter accordingly.

Modification:

(2) Within the compliance time as specified in Table 1 of this AD, as applicable, modify the helicopter in accordance with the instructions of Section 3 of the applicable ASB, as defined in this AD.

Table 1 - Modification

Helicopter Group	Compliance Time
Group 1	Within 12 months after 11 February 2021 [the effective date of EASA AD 2021-0041]
Group 2	Within 30 months after 11 February 2021 [the effective date of EASA AD 2021-0041]
Group 3	Within 30 months after 26 April 2021 [the effective date of the original issue of this AD]
Group 4	Within 16 months after 26 April 2021 [the effective date of the original issue of this AD]

Ref. Publications:

AH ASB AS365-52.00.29 original issue dated 10 February 2021 or Revision 01 dated 09 February 2022.

AH ASB AS365-52.00.27 original issue dated 17 November 2020 (including Erratum to ASB AS365-52.00.27 original issue dated 21 January 2021), Revision 01 dated 04 June 2021, Revision 02 dated 17 October 2022 or Revision 03 dated 15 November 2022.

AH ASB EC155-52A033 original issue dated 30 September 2020.

AH SUP.10.4 NR7, date code 20-40 approved on 26 October 2020 (SA 365 N).

AH SUP.10.4 NR9, date code 20-40 approved on 26 October 2020 (SA 365 N1).

AH SUP.14 NR6, date code 20-40 approved on 26 October 2020 (AS 365 N2).

AH SUP.14 NR12, date code 20-28 approved on 08 September 2020 (AS 365 N3).

AH SUP.14 NR7, date code 20-11 approved on 01 April 2020 (EC 155 B).

AH SUP.14 NR8, date code 20-11 approved on 01 April 2020 (EC 155 B1).

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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.

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. This may include reporting on the same or similar components, other than those covered by the design to which this AD 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.

5. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters (Technical Support) at:
Web portal: https://keycopter.airbushelicopters.com Technical Requests Management, or
E-mail: support.technical-airframe.ah@airbus.com, and
TechnicalSupport.Helicopters@airbus.com.