


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2015-0112</b></p> <p><b>Date: 16 June 2015</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 EU 748/2012, Part 21.A.3B. In accordance with EU 1321/2014 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 [EU 1321/2014 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> AIRBUS HELICOPTERS</p>	<p><b>Type/Model designation(s):</b> AS 332 L1 and EC 225 LP helicopters</p>	
<p>TCDS Number:</p>	<p>EASA.R.002</p>	
<p>Foreign AD:</p>	<p>Not applicable</p>	
<p>Supersedure:</p>	<p>This AD supersedes EASA AD 2013-0173 dated 01 August 2013.</p>	
<p><b>ATA 30</b></p>	<p><b>Ice and Rain Protection – Electrical Multi-Purpose Air Intakes – Modification</b></p>	
<p>Manufacturer(s):</p>	<p>Airbus Helicopters (formerly Eurocopter, Eurocopter France)</p>	
<p>Applicability:</p>	<p>AS 332 L1 helicopter, manufacturer serial number (S/N) 2774, and EC 225 LP helicopters, manufacturer S/N 2600, 2623, 2645, 2656, 2659, 2663, 2666, 2670, 2673, 2685, 2691, 2692, 2693, 2702, 2715, 2716, 2721, 2725, 2739, 2744, 2747, 2753, 2756, 2759 and 2767.</p>	
<p>Reason:</p>	<p>For some helicopters equipped with electrical Multi-Purpose Air Intakes (MPAI), power generation failure conditions were identified that would cause power supply loss of the engine electro-valves controlling inflation of the MPAI seals to close the engine air intakes. The power supply loss on these electro-valves results in deflation of, or failure to inflate, MPAI seals on both engine air intakes.</p> <p>This condition, if not corrected, could lead to ice ingestion by the engines during flight in icing conditions, possibly resulting in dual engine flame-out.</p> <p>To address this unsafe condition, Eurocopter issued Alert Service Bulletin (ASB) No. AS332-30.00.74 and ASB No. EC225-30A032 to provide instructions to modify some electrical bus bars and circuit breakers (modification (MOD) 332P083736.01, MOD 332P083736.02 and MOD 332P083736.05) for the affected helicopters.</p> <p>Consequently, EASA issued AD 2013-0173 to require accomplishment of Eurocopter MOD 332P083736.01, or MOD 332P083736.02, or MOD 332P083736.05, as applicable to helicopter model and serial number, and to update the applicable Rotorcraft Flight Manual (RFM). Since that AD was</p>	

	<p>issued, the instructions of Eurocopter ASB No. EC225-30A032 for aircraft functional check after accomplishment of MOD 332P083736.01 or MOD 332P083736.02 revealed to be incorrect for certain affected EC 225 LP helicopters (when in post-MOD 07-26566 and pre-MOD 07-26688 configuration). Additionally, it was determined that some EC 225 LP helicopters (S/N 2779 and 2794) were not affected by the unsafe condition addressed by the AD.</p> <p>For the reasons described above, this AD retains the requirements of EASA AD 2013-0173, which is superseded, and requires an additional post-MOD functional check of the MPAI for EC 225 LP helicopters in post-MOD 07-26566 and pre-MOD 07-26688 configuration. This AD also removes two S/N from the Applicability.</p>								
Effective Date:	30 June 2015								
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 110 flight hours after 08 August 2013 [the effective date of EASA AD 2013-0173], accomplish the modification specified in Table 1 below, as applicable to helicopter model and S/N, in accordance with the instructions of paragraph 3 of Eurocopter ASB No. AS332-30.00.74 or Airbus Helicopters (formerly Eurocopter) ASB No. EC225-30A032 Revision 1, as applicable to helicopter model.</p> <p style="text-align: center;">Table 1 – Modification</p> <table border="1" data-bbox="568 947 1444 1229"> <thead> <tr> <th>Helicopter models and S/N</th> <th>Required modification</th> </tr> </thead> <tbody> <tr> <td>AS 332 L1: S/N 2774</td> <td>MOD 332P083736.05</td> </tr> <tr> <td>EC 225 LP: S/N 2600, 2623, 2645, 2656, 2659, 2663, 2666, 2670, 2673 and 2693</td> <td>MOD 332P083736.01</td> </tr> <tr> <td>EC 225 LP: S/N 2685, 2691, 2692, 2702, 2715, 2716, 2721, 2725, 2739, 2744, 2747, 2753, 2756, 2759 and 2767</td> <td>MOD 332P083736.02</td> </tr> </tbody> </table> <p>(2) Concurrently with the modification as required by paragraph (1) of this AD, amend the RFM by inserting a copy of the pages of the Appendix of Eurocopter ASB No. AS332-30.00.74 or ASB No. EC225-30A032, as applicable to helicopter model, notify all flight crews and, thereafter, operate the helicopter accordingly.</p> <p>The RFM amendment can also be accomplished by incorporating a later applicable RFM revision that contains the affected instructions.</p> <p>(3) Modification of an EC 225 LP helicopter, accomplished before the effective date of this AD in accordance with the instructions of Eurocopter ASB No. EC225-30A032 original issue, is acceptable to comply with paragraph (1) of this AD for that helicopter, <b>except</b> for EC 225 LP helicopters in post-MOD 26566 and pre-MOD 07-26688 configuration – see paragraph (4) of this AD.</p> <p>(4) For EC 225 LP helicopters in post-MOD 26566 and pre-MOD 07-26688 configuration: Within 30 days after the effective date of this AD, accomplish an additional functional check of the MPAI in accordance with the instructions of paragraph 3.B.4 of Airbus Helicopters ASB No. EC225-30A032 Revision 1.</p> <p>(5) If, during the additional functional check as required by paragraph (4) of this AD, any discrepancy is detected, before next flight, contact Airbus Helicopters for applicable corrective action instructions and accomplish those instructions accordingly.</p>	Helicopter models and S/N	Required modification	AS 332 L1: S/N 2774	MOD 332P083736.05	EC 225 LP: S/N 2600, 2623, 2645, 2656, 2659, 2663, 2666, 2670, 2673 and 2693	MOD 332P083736.01	EC 225 LP: S/N 2685, 2691, 2692, 2702, 2715, 2716, 2721, 2725, 2739, 2744, 2747, 2753, 2756, 2759 and 2767	MOD 332P083736.02
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Ref. Publications:	<p>Eurocopter ASB No. AS332-30.00.74, original issue dated 31 July 2013.</p> <p>Eurocopter ASB No. EC225-30A032, original issue dated 31 July 2013, or Airbus Helicopters ASB No. EC225-30A032, Revision 1 dated 07 April 2015.</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 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, Certification 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:  Airbus Helicopters (EBSESB) – 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:contact.msm.ah@airbus.com">contact.msm.ah@airbus.com</a>.</li> </ol>