


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2015-0149</b></p> <p><b>Date: 23 July 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 and EC 225 LP helicopters</p>	
<p>TCDS Number: EASA.R.002</p>		
<p>Foreign AD: Not applicable</p>		
<p>Supersedure: None.</p>		
<b>ATA 56</b>	<b>Windows – Cabin Windows / Jettisoning System – Inspection</b>	
<p><b>Manufacturer(s):</b></p>	<p>Airbus Helicopters (formerly Eurocopter, Eurocopter France)</p>	
<p><b>Applicability:</b></p>	<p>AS 332 and EC 225 LP helicopters, all manufacturer serial numbers equipped with an extraction tape fitted with press-studs on the windows.</p>	
<p><b>Reason:</b></p>	<p>During a helicopter manufacturing process, the unbuttoning of the window extraction tape could only be accomplished with difficulty.</p> <p>This condition, if not detected and corrected, could prevent the jettisoning of the helicopter window, possibly affecting the evacuation of passengers during an emergency situation.</p> <p>To address this potential unsafe condition, Airbus Helicopters issued Alert Service Bulletin (ASB) EC225-56A008 for EC 225 helicopters and ASB AS332-56.00.10 for AS332 helicopters to provide instructions for inspection and, depending on findings, replacement.</p> <p>For the reasons described above, this AD requires inspection of each press stud located on the extraction tapes of the window jettisoning system and, depending on findings, replacement of the affected parts.</p>	
<p><b>Effective Date:</b></p>	<p>06 August 2015</p>	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 50 flight hours (FH) or 30 days, whichever occurs first after the effective date of this AD, inspect each press stud located on the extraction tapes of the window jettisoning system, as specified in paragraphs (1.1) and (1.2) of this AD, in accordance with the instructions of paragraph 3.B.1 of Airbus Helicopters ASB EC225-56A008 or ASB AS332-56.00.10, as applicable to helicopter model.</p> <p>(1.1) Fitted inside of the helicopter on each window, and</p> <p>(1.2) Fitted outside of the helicopter on each emergency exit window.</p> <p><b>For press studs located inside of the helicopter</b></p> <p>(2) If, during the inspection as required by paragraph (1) of this AD, any difficulty is detected to unbutton any press stud, accomplish all the corrective actions as specified in paragraphs (2.1) and (2.2) of this AD:</p> <p>(2.1) Before next flight, install self-gripping tape(s) in accordance with the instructions of paragraph 3.B.3 of Airbus Helicopters ASB EC225-56A008 or ASB AS332-56.00.10, as applicable to helicopter model.</p> <p>(2.2) At the next interior trimming removal, replace each affected press stud with a serviceable part in accordance with the instructions of paragraph of 3.B.5 of Airbus Helicopters ASB EC225-56A008 or ASB AS332-56.00.10, as applicable to helicopter model.</p> <p><b>For press studs located outside of the helicopter</b></p> <p>(3) If, during the inspection as required by paragraph (1) of this AD, any difficulty is detected to unbutton any press stud, accomplish all the corrective actions as specified in paragraphs (3.1) and (3.2) of this AD, as applicable:</p> <p>(3.1) Before next flight, accomplish the applicable corrective action in accordance with the instructions of paragraph 3.B.2 of Airbus Helicopters ASB EC225-56A008 or ASB AS332-56.00.10, as applicable to helicopter model and, thereafter, at intervals not to exceed 15 FH, inspect the condition of each extraction and self-gripping tape in accordance with the instructions of Airbus Helicopters ASB EC225-56A008 or ASB AS332-56.00.10, as applicable to helicopter model.</p> <p>(3.2) If, during any inspection as required by paragraph (3.1) of this AD, destroyed or excessively worn extraction and/or self-gripping tape is detected, before next flight, replace the affected extraction and/or self-gripping tape with new tape in accordance with the instructions of paragraph 3.B.2 of Airbus Helicopters ASB EC225-56A008 or ASB AS332-56.00.10, as applicable to helicopter model. Replacement on a helicopter of the affected extraction and/or self-gripping tape does not constitute terminating action for repetitive inspections as required by paragraph (3.1) of this AD for that helicopter.</p> <p>(4) Within 100 FH or 3 months, whichever occurs first after the accomplishment of the applicable corrective action as required by paragraph (3.1) of this AD, replace each affected press stud in accordance with the instructions of paragraph 3.B.4 of Airbus Helicopters ASB EC225-56A008 or ASB AS332-56.00.10, as applicable to helicopter model.</p> <p>(5) Replacement on a helicopter of each affected press stud as required by paragraph (4) of this AD constitutes terminating action for the repetitive inspections as required by paragraph (3.1) of this AD for that helicopter.</p>
<p>Ref. Publications:</p>	<p>Airbus Helicopters ASB EC225-56A008 original issue, dated 16 July 2015.</p>

	<p>Airbus Helicopters ASB AS332-56.00.10 original issue, dated 16 July 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 (ESBESB) - Aéroport de Marseille, Provence - 13725 Marignane Cedex -France Telephone: + 33 (0) 12 85 97 97, Fax: + 33 (4) 85 99 66 E-mail: <a href="mailto:Directive.technical-support@airbus.com">Directive.technical-support@airbus.com</a>.</li></ol>