


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2015-0156</b>  <b>[Correction: 30 July 2015]</b></p> <p><b>Date: 29 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 helicopters</p>	
<p>TCDS Number: EASA.R.002</p>		
<p>Foreign AD: Not applicable</p>		
<p>Supersedure: This AD supersedes EASA AD 2014-0263R1 dated 19 January 2015.</p>		
<b>ATA 52</b>	<b>Doors – Cabin Sliding Plug Doors / Emergency Jettisoning System – Inspection</b>	
<p>Manufacturer(s):</p>	<p>Airbus Helicopters (formerly Eurocopter, Eurocopter France, Aerospatiale)</p>	
<p>Applicability:</p>	<p>AS 332 C, AS 332 C1, AS 332 L, AS 332 L1 and AS 332 L2 helicopters, all manufacturer serial numbers with a manufacturing date before 14 July 2014 and equipped with cabin sliding plug doors modified in accordance with Airbus Helicopters modification (mod) AL25612 or mod 0725870.</p> <p>EC 225 LP helicopters, all manufacturer serial numbers with a manufacturing date before 14 July 2014 and equipped with cabin sliding plug doors.</p>	
<p>Reason:</p>	<p>During a scheduled inspection of the jettisoning mechanism of the cabin lateral sliding plug doors, failure of an emergency jettisoning test of a door was reported. Subsequent investigation of the affected door revealed significant corrosion damage affecting the door jettisoning system. The detected corrosion was due to the accumulation of un-drained water, as excessive Plastic-Rubber compound was found obstructing the water drain of the door jettisoning mechanism.</p> <p>This condition, if not detected and corrected, could lead to jamming of the door jettisoning mechanism, possibly preventing jettisoning of the affected door in an emergency situation and jeopardizing the safe evacuation of occupants.</p> <p>To address this potential unsafe condition, Airbus Helicopters issued Alert Service Bulletin (ASB) AS332-53.01.86 and ASB EC225-53A048 to provide inspection instructions.</p> <p>Consequently, EASA issued AD 2014-0263 (later revised) to require a one-</p>	

	<p>time inspection of both left hand (LH) and right hand (RH) cabin lateral sliding plug doors to verify that no corrosion is present in the affected area of the door emergency jettisoning system and, depending on findings, corrective action(s).</p> <p>After that AD was issued, it was determined that the unsafe condition addressed by that AD actually affects AS 332 C, AS 332 C1, AS 332 L, and AS 332 L1 helicopters, if modified in accordance with Airbus Helicopters mod 0725870, instead of those modified in accordance with Airbus Helicopters mod 0723047, as was erroneously specified in Airbus Helicopters ASB AS332-53.01.86. That ASB was moreover incorrect in addressing all AS 332 L2 helicopters as only those equipped with mod AL25612 or mod 0725870 could have been affected by the corrosion issue.</p> <p>Prompted by this determination, Airbus Helicopters revised ASB AS332-53.01.86 to make the inspection instructions and corrective action(s) applicable to the affected AS 332 helicopters.</p> <p>For the reasons described above, this AD retains the requirements of EASA AD 2014-0263R1, which is superseded, and redefines the Applicability.</p> <p>This AD was republished to correct a typographical error with the publication month.</p>						
Effective Date:	12 August 2015						
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the compliance time and in accordance with the instructions of the applicable ASB, as defined in Appendix 1 of this AD, as applicable to helicopter model, and, depending on helicopter configuration and calendar time accumulated by the helicopter since new, inspect the affected area of the door emergency jettisoning system of both LH and RH cabin lateral sliding plug doors to detect any corrosion.</p> <p>AS 332 L2 helicopters inspected and, depending on findings corrected, before the effective date of this AD as required by EASA AD 2014-0263 (or EASA AD 2014-0263R1), are compliant with requirements of paragraph (1) of this AD.</p> <p>(2) If, during the inspection as required by paragraph (1) of this AD, any corrosion is detected, before next flight, measure the depth of the corrosion and accomplish a jettisoning test of the affected door, in accordance with the instructions of the applicable ASB, as defined in Appendix 1 of this AD, as applicable to helicopter model and configuration.</p> <p>(3) If, during the measurement as required by paragraph (2) of this AD, a depth of corrosion less than 0,5 mm is detected, before next flight, depending on the result of the jettisoning test as required by paragraph (2) of this AD, accomplish the applicable corrective action as specified in Table 1 of this AD in accordance with the instructions of the applicable ASB, as defined in Appendix 1 of this AD, as applicable to helicopter model and configuration.</p> <p style="text-align: center;">Table 1 – Corrective Action</p> <table border="1" data-bbox="549 1756 1366 1928"> <thead> <tr> <th>Jettisoning Test</th> <th>Corrective Action</th> </tr> </thead> <tbody> <tr> <td>Failed</td> <td>Replace the door jettisoning system with a serviceable part</td> </tr> <tr> <td>Passed</td> <td>Rework the door jettisoning system</td> </tr> </tbody> </table> <p>(4) If, during the measurement as required by paragraph (2) of this AD a depth of corrosion equal to or more than 0,5 mm is detected, before next flight, depending on the result of the jettisoning test as required by</p>	Jettisoning Test	Corrective Action	Failed	Replace the door jettisoning system with a serviceable part	Passed	Rework the door jettisoning system
Jettisoning Test	Corrective Action						
Failed	Replace the door jettisoning system with a serviceable part						
Passed	Rework the door jettisoning system						

	<p>paragraph (2) of this AD, accomplish the applicable corrective action as specified in Table 1 of this AD in accordance with the accomplishment instruction(s) of the applicable ASB, as defined in Appendix 1 of this AD, as applicable to helicopter model and configuration.</p> <p>(5) Within 2 months after door jettisoning system rework, as required by paragraph (4) of this AD, and thereafter at intervals not to exceed 2 months, accomplish a jettisoning test of the affected door in accordance with the instructions of the applicable ASB, as defined in Appendix 1 of this AD, as applicable to helicopter model and configuration.</p> <p>(6) If, during any jettisoning test as required by paragraph (5) of this AD, the test fails, before next flight, replace the door jettisoning system with a serviceable system in accordance with the instructions of the applicable ASB, as defined in Appendix 1 of this AD, as applicable to helicopter model and configuration.</p> <p>(7) Unless accomplished as required by paragraph (6) of this AD, within 6 months after door jettisoning system rework as required by paragraph (4) of this AD, replace the door jettisoning system with a serviceable system in accordance with the instructions of the applicable ASB, as defined in Appendix 1 of this AD, as applicable to helicopter model and configuration.</p> <p>(8) Replacement of the door jettisoning system on a helicopter, as required by paragraph (6) or (7) of this AD, constitutes terminating action for the repetitive jettisoning tests as required by paragraph (5) of this AD for that helicopter.</p>
Ref. Publications:	<p>Airbus Helicopters ASB AS332-53.01.86, dated 18 August 2014 or Revision 1 dated 29 June 2015.</p> <p>Airbus Helicopters ASB EC225-53A048, dated 18 August 2014.</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; Fax +33 (4) 42 85 99 66; E-mail: <a href="mailto:Directive.technical-support@airbus.com">Directive.technical-support@airbus.com</a>.</li> </ol>

## Appendix 1 – Compliance Times and applicable ASB

<b>AS 332 C, AS 332 C1, AS 332 L, and AS 332 L1 helicopters, post-mod AL25612</b>		
<b>Calendar time accumulated on 12 December 2014 [the effective date of EASA AD 2014-0263 at original issue] by the helicopter since new</b>	<b>Compliance time</b>	<b>ASB</b>
Equal to or more than 12 months	Within 3 months after 12 December 2014 [the effective date of EASA AD 2014-0263 at original issue]	ASB AS332-53.01.86 or later approved revisions
Less than 12 months	Before exceeding 15 months since the date of manufacture	

<b>AS 332 C, AS 332 C1, AS 332 L, and AS 332 L1 helicopters, post-mod 0725870</b>		
<b>Calendar time accumulated on the effective date of this AD by the helicopter since new</b>	<b>Compliance time</b>	<b>ASB</b>
Equal to or more than 12 months	Within 30 days after the effective date of this AD	ASB AS332-53.01.86 Revision 1 or later approved revisions
Less than 12 months	Before exceeding 15 months since the date of manufacture	

<b>AS 332 L2 helicopters, post-mod AL25612 or post-mod 0725870, except helicopters inspected and corrected before the effective date of this AD as required by EASA AD 2014-0263 (or EASA AD 2014-0263R1).</b>		
<b>Calendar time accumulated on the effective date of this AD by the helicopter since new</b>	<b>Compliance time</b>	<b>ASB</b>
Equal to or more than 12 months	Within 30 days after the effective date of this AD	ASB AS332-53.01.86 Revision 1 or later approved revisions
Less than 12 months	Before exceeding 15 months since the date of manufacture	

<b>EC 225 LP helicopters</b>		
<b>Calendar time accumulated on 12 December 2014 [the effective date of EASA AD 2014-0263 at original issue] by the helicopter since new</b>	<b>Compliance time</b>	<b>ASB</b>
Equal to or more than 12 months	Within 3 months after 12 December 2014 [the effective date of EASA AD 2014-0263 at original issue]	ASB EC225-53A048, or later approved revisions
Less than 12 months	Before exceeding 15 months since the date of manufacture	