


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>																												
	<p><b>AD No.: 2009-0263R2</b></p> <p><b>Date: 25 June 2010</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>Type Approval Holder's Name :</b></p> <p>EUROCOPTER</p>	<p><b>Type/Model designation(s) :</b></p> <p>AS 332 and EC 225 helicopters</p>																												
<p>TCDS Number: EASA.R.002</p>																													
<p>Foreign AD: Not applicable</p>																													
<p>Revision: This AD revises EASA AD 2009-0263R1 dated 14 June 2010.</p>																													
<p><b>ATA 25</b></p>	<p><b>Equipment &amp; Furnishings – Emergency Flotation Gear – Inspection / Repair / Replacement</b></p>																												
<p>Manufacturer(s):</p>	<p>Eurocopter (formerly Eurocopter France)</p>																												
<p>Applicability:</p>	<p>AS 332 C, AS 332 C1, AS 332 L, AS 332 L1, AS 332 L2 and EC 225 LP helicopters, all serial numbers, if equipped with emergency flotation gear which has forward and rear cradles not marked with a letter "V" near the plug(s) <u>and</u> have a Serial Number (S/N) below (lower than) the following (see table 1 below):</p> <table border="1" data-bbox="491 1514 1406 1980"> <thead> <tr> <th>Helicopters</th> <th>S/N for cradles</th> <th>Part Numbers (P/N) for cradles</th> </tr> </thead> <tbody> <tr> <td rowspan="6">AS 332 C AS 332 C1 AS 332 L AS 332 L1 AS 332 L2</td> <td>AA157</td> <td>332A84-1025-01 (forward cradles)</td> </tr> <tr> <td>AA150</td> <td>332A84-1052-18 (Left Hand (LH) aft cradles)</td> </tr> <tr> <td>AA149</td> <td>332A84-1052-19 (Right Hand (RH) aft cradles)</td> </tr> <tr> <td>AA356</td> <td>332A84-1025-02 (forward cradles)</td> </tr> <tr> <td>AA356</td> <td>332A84-1233-00 (LH aft cradles)</td> </tr> <tr> <td>AA362</td> <td>332A84-1233-01 (RH aft cradles)</td> </tr> <tr> <td rowspan="5">EC 225 LP</td> <td>AA356</td> <td>332A84-1025-02 (forward cradles)</td> </tr> <tr> <td>AA356</td> <td>332A84-1233-00 (LH aft cradles)</td> </tr> <tr> <td>AA362</td> <td>332A84-1233-01 (RH aft cradles)</td> </tr> <tr> <td>AA358R</td> <td>332A84-1233-02 (reinforced LH aft cradles)</td> </tr> <tr> <td>AA357R</td> <td>332A84-1233-03 (reinforced RH aft cradles)</td> </tr> </tbody> </table> <p style="text-align: center;"><b>Table 1</b></p>		Helicopters	S/N for cradles	Part Numbers (P/N) for cradles	AS 332 C AS 332 C1 AS 332 L AS 332 L1 AS 332 L2	AA157	332A84-1025-01 (forward cradles)	AA150	332A84-1052-18 (Left Hand (LH) aft cradles)	AA149	332A84-1052-19 (Right Hand (RH) aft cradles)	AA356	332A84-1025-02 (forward cradles)	AA356	332A84-1233-00 (LH aft cradles)	AA362	332A84-1233-01 (RH aft cradles)	EC 225 LP	AA356	332A84-1025-02 (forward cradles)	AA356	332A84-1233-00 (LH aft cradles)	AA362	332A84-1233-01 (RH aft cradles)	AA358R	332A84-1233-02 (reinforced LH aft cradles)	AA357R	332A84-1233-03 (reinforced RH aft cradles)
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	<p>And,</p> <p>AS 332 C, AS 332 C1, AS 332 L, AS 332 L1, AS 332 L2 and EC 225 LP helicopters, all serial numbers, if equipped with emergency flotation gear which has forward and rear cradles with <u>no</u> S/N marked <u>and</u> not marked with a letter "V" near the plug(s).</p>
Reason:	<p>A case has been reported where the emergency flotation gear on a model AS 332 L helicopter was deployed but it was found afterwards that only three of the five compartments of the aft LH float had inflated.</p> <p>The investigations have shown that the pipes connecting the emergency flotation gear cradle distribution tube to the two compartments which did not inflate were obstructed with the protective product which is used to protect the inside of the cradle.</p> <p>Failure of more than one of the compartments to inflate can lead to reduced effectiveness of the emergency flotation gear system during ditching and flotation trim instability of the helicopter after a landing on the water, possibly resulting in capsizing of the helicopter, preventing safe evacuation of the occupants.</p> <p>For the reasons stated above, the original issue of this AD required an inspection of the inlet cones of the supply pipes connected to each of the front and rear emergency flotation gear cradle distribution tubes (hereafter referred to as inflation pipes of each front and rear cradle) and the necessary corrective action(s), depending on findings.</p> <p>Since the original issue AD was published, the cradle internal protection application process has been modified in production. Therefore, the revision 1 of this AD was revised to limit its applicability to cradles manufactured prior to this production improvement.</p> <p>The revision 2 of this AD is issued to clarify the applicability of the AD as regards the helicopters fitted with emergency flotation gear with forward and rear cradles which have <u>no</u> S/N marked. In case those cradles do not exhibit a letter "V" marked near the plug(s), it is meant that the inspection required by this AD is not asserted to have been accomplished previously.</p>
Effective Date:	<p>Revision 2: 28 June 2010.</p> <p>Revision 1: 28 June 2010.</p> <p>Original issue: 30 December 2009.</p>
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the next 75 flight hours or 1 month, whichever occurs first after 30 December 2009 [the effective date of the original issue of this AD], accomplish the following:</p> <p>(1.1) Inspect the inlet cones of the inflation pipes of each front and rear cradle in accordance with the instructions of paragraph 2 of Eurocopter Alert Service Bulletin (ASB) 25.02.21 or 25A055, as applicable to helicopter model, and</p> <p>(1.2) Depending on findings, accomplish the associated corrective actions in accordance with the instructions of paragraph 2 of Eurocopter ASB 25.02.21 or 25A055, as applicable to helicopter model.</p>

	<p>(2) If during the inspection as required by paragraph (1.1) of this AD, protective product is found in the inlet cone of at least one inflation pipe and the airworthy condition of the emergency flotation gear system cannot be restored immediately, before next flight, install a placard in full view of the flight crew stating the following:</p> <p style="text-align: center;"><b>EMERGENCY FLOTATION GEAR INOPERATIVE</b></p> <p>After accomplishment of the required corrective actions as required by paragraph (1.2) of this AD, the placard may be removed from the helicopter.</p> <p>(3) Within 10 days after the inspection as required by paragraph (1.1) of this AD, report all findings to Eurocopter in accordance with the instructions of paragraph 2 of Eurocopter ASB 25.02.21 or 25A055, as applicable to helicopter model.</p> <p>(4) After 30 December 2009 [the effective date of the original issue of this AD], do not install an emergency flotation gear on a helicopter unless the forward and rear cradles are marked with a letter "V" near the plug(s) or have cradles with S/N equal or above (higher than) those listed in the table 1 of this AD.</p>
Ref. Publications:	<p>Revision 1 of Eurocopter AS332 ASB 25.02.21 and EC225 ASB 25A055, both dated 10 June 2010.</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. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication.</li> <li>3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research 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: EUROCOPTER (STDI) – Aéroport de Marseille Provence 13725 Marignane Cedex, France; telephone +33 (4) 12 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>