


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2012-0206</p> <p>Date: 02 October 2012</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 748/2012, Part 21.A.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>Design Approval Holder's Name: EUROCOPTER</p>	<p>Type/Model designation(s): SA 365, AS 365, EC 155, AS 332 and EC 225 helicopters</p>
TCDS Number:	DGAC France No. 159 and EASA.R.002
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA AD 2012-0084 dated 16 May 2012.
ATA 25	Equipment and Furnishings – EADS SOGERMA Flight Crew Seats – Inspection / Replacement
Manufacturer(s):	Eurocopter (formerly EUROCOPTER France)
Applicability:	SA 365 N, SA 365 N1, AS 365 N2, AS 365 N3, EC 155 B, EC 155 B1, AS 332 C, AS 332 C1, AS 332 L, AS 332 L1, AS 332 L2 and EC 225 LP helicopters, all serial numbers, when equipped with EADS SOGERMA pilot seat Part Number (P/N) 2510106-03-00 or P/N 2510106-06-00 with serial number between 720 (inclusive) and 1451 (inclusive).
Reason:	<p>During a maintenance inspection, it was found that a weld bead was missing on the rear beam of a pilot seat supplied by EADS SOGERMA. The analysis has shown that this non-conformity, which impairs the seat anti-crash function, may be present on a limited number of seats installed on Eurocopter helicopters.</p> <p>This condition, if not detected and corrected, could lead to pilot injury in case of helicopter hard landing following an emergency.</p> <p>To address this unsafe condition, EASA issued AD 2012-0084 to require inspection of the flight crew seats, and replacement of any seat found improperly welded. This AD also required marking of all correctly welded seats.</p> <p>Since issuance of EASA AD 2012-0084, it was discovered that a weld bead was missing on another part of the seat rear beam that was not required to be inspected.</p> <p>To ensure that any welding discrepancy is detected and corrected, Eurocopter Alert Service Bulletins (ASB) AS365-25.01.18, ASB EC155-25A114, ASB AS332-25.02.49 and ASB EC225-25A110 have been revised to improve the inspection procedure and to add new areas to be inspected.</p>

	For the reason described above, this AD requires to perform inspection of all welds of the rear beam of the seats in accordance with the latest ASB revision.
Effective Date:	16 October 2012
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 50 flight hours or 3 months, whichever occurs first after the effective date of this AD, inspect the rear beam of each pilot and co-pilot seat for correct welding in accordance with the instructions of Eurocopter ASB AS365-25.01.18 Revision 1, ASB EC155-25A114 Revision 1, ASB AS332-25.02.49 Revision 1, or ASB EC225-25A110 Revision 1, as applicable to the helicopter version. (2) If, during the inspection as required by paragraph (1) of this AD, improper welding is identified, before next flight, replace the affected seat with a serviceable seat in accordance with the instructions of Eurocopter ASB AS365-25.01.18 Revision 1, ASB EC155-25A114 Revision 1, ASB AS332-25.02.49 Revision 1, or ASB EC225-25A110 Revision 1, as applicable to the helicopter version. (3) If, during the inspection as required by paragraph (1) of this AD, correct welding of the seats rear beam is confirmed, before next flight, record application of the inspection on the identification plate of the seats with indelible ink pencil in accordance with the instructions of Eurocopter ASB AS365-25.01.18 Revision 1, ASB EC155-25A114 Revision 1, ASB AS332-25.02.49 Revision 1, or ASB EC225-25A110 Revision 1, as applicable to the helicopter version. (4) From the effective date of this AD, do not install an EADS SOGERMA pilot- or co-pilot seat P/N 2510106-03-00 or P/N 2510106-06-00 having a serial number between 720 (inclusive) and 1451 (inclusive), unless in compliance with the requirements of this AD.
Ref. Publications:	<p>Eurocopter ASB AS365-25.01.18, Revision 1 dated 09 August 2012. Eurocopter ASB EC155-25A114, Revision 1 dated 09 August 2012. Eurocopter ASB AS332-25.02.49, Revision 1 dated 09 August 2012. Eurocopter ASB EC225-25A110, Revision 1 dated 09 August 2012.</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"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 21 August 2012 as PAD 12-112 for consultation until 18 September 2012. The Comment Response Document can be found at http://ad.easa.europa.eu. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 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) 42 85 97 97; Facsimile +33 (4) 42 85 99 66 E-mail: Directive.technical-support@eurocopter.com.