


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2014-0231</p> <p>Date: 22 October 2014</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 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: AIRBUS HELICOPTERS</p>	<p>Type/Model designation(s): EC 155 helicopters</p>	
TCDS Number:	EASA.R.105	
Foreign AD:	Not applicable	
Supersedure:	None	
ATA 25	Equipment / Furnishings – Safety Belt Straps / Arm-Rest Stops and Fold-Down Centre Back-Rest – Inspection / Modification	
Manufacturer(s):	Airbus Helicopters (formerly Eurocopter, Eurocopter France)	
Applicability:	EC 155 B and EC 155 B1 helicopters, all manufacturer serial numbers up to S/N 6961 (excluded), equipped with a front and/or rear VIP bench fitted with movable arm-rests, except those which have embodied Airbus Helicopters modification 365V080103.00.	
Reason:	<p>Interference was detected between the safety belt straps and the stops of the movable arm-rests of the VIP benches when, the arm-rests were moved.</p> <p>This condition, if not detected and corrected, could lead to unusual wear of the safety belt straps, possibly resulting in injury to occupants in case of an accident.</p> <p>To address this potential unsafe condition, Airbus Helicopters developed a design solution (modification 365V080103.00) to eliminate sharp parts of the arm-rest stops and fold-down centre back-rest. Airbus Helicopters issued Alert Service Bulletin (ASB) EC155-25A124 to provide inspection and modification instructions for in-service helicopters.</p> <p>For the reasons described above, this AD requires accomplishment of repetitive inspections and, depending on findings, replacement of the safety belt straps. This AD also requires a modification of the arm-rest stops and fold-down centre back-rest, which constitutes terminating action for the repetitive inspections.</p>	
Effective Date:	05 November 2014	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the compliance time as defined in Table 1 of this AD and, thereafter, before next flight after each safety belt or seat pan re-installation, or VIP bench configuration change (modification from a 3-seat bench to a 4-seat bench or vice-versa), inspect the safety belt straps of the VIP benches in accordance with the instructions of paragraph 3.B.1 of Airbus Helicopters ASB EC155-25A124.</p> <p style="text-align: center;">Table 1 Safety Belt Strap Inspection Threshold</p> <table border="1" data-bbox="568 461 1444 712"> <tr> <td colspan="2" style="text-align: center;">A or B or C, whichever occurs first after the effective date of this AD</td> </tr> <tr> <td style="text-align: center;">A</td> <td>110 flight hours (FH) or 3 months, whichever occurs first</td> </tr> <tr> <td style="text-align: center;">B</td> <td>Next removal or installation of a VIP bench safety belt or seat pan</td> </tr> <tr> <td style="text-align: center;">C</td> <td>Next VIP bench configuration change (modification from a 3-seat bench to a 4-seat bench or vice-versa)</td> </tr> </table> <p>(2) If, during any inspection as required by paragraph (1) of this AD, any deteriorated safety belt strap is found, replace the affected safety belt strap(s) in accordance with the instructions of paragraph 3.B.1 of Airbus Helicopters ASB EC155-25A124.</p> <p>(3) Replacement of a safety belt strap on a helicopter, as required by paragraph (2) of this AD, does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that helicopter.</p> <p>(4) Within 220 FH or 6 months, whichever occurs first after the effective date of this AD, modify the helicopter in accordance with the instructions of paragraph 3.B.2 of Airbus Helicopters ASB EC155-25A124 by incorporating Airbus Helicopters modification 365V080103.00.</p> <p>(5) Modification of a helicopter as required by paragraph (4) of this AD constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that helicopter.</p>	A or B or C, whichever occurs first after the effective date of this AD		A	110 flight hours (FH) or 3 months, whichever occurs first	B	Next removal or installation of a VIP bench safety belt or seat pan	C	Next VIP bench configuration change (modification from a 3-seat bench to a 4-seat bench or vice-versa)
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<p>Ref. Publications:</p>	<p>Airbus Helicopters ASB EC155-25A124 original issue, dated 19 December 2013.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>								
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 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. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters (EBSES) – Aéroport de Marseille Provence 13725 Maignane Cedex, France; Telephone +33 (4) 42 85 97 97; Fax +33 (4) 42 85 99 66; E-mail: Directive.technical-support@airbus.com. 								