European Union Aviation Safety Agency

Airworthiness Directive

AD No.: 2021-0041

Issued: 28 January 2021

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:
AIRBUS HELICOPTERS

Type/Model designation(s):
SA 365, AS 365 and EC 155 helicopters

Effective Date: 11 February 2021
TCDS Number(s): EASA.R.105
Foreign AD: Not applicable
Supersedure: None

ATA 52 – Doors – Placards – Installation

ATA – Rotorcraft Flight Manual – Section Emergency Procedures – Amendment

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Manufacturer(s):
Airbus Helicopters (AH), formerly Eurocopter, Eurocopter France, Aerospatiale, Sud Aviation

Applicability:
SA 365 N, SA 365 N1, AS 365 N2, AS 365 N3, EC 155 B and EC 155 B1 helicopters, all serial numbers, if equipped with an emergency flotation system that does not have AH modification (MOD) 0752C71 (SA/AS 365) or MOD 0752C77 (EC 155) embodied, and that have a cabin layout where the passage between cabin and cockpit is smaller than a Type 4 passage, as defined in this AD.

Definitions:
For the purpose of this AD, the following definitions apply:

The applicable ASB: AH Alert Service Bulletin (ASB) AS365-52.00.27 and AH ASB EC155-52A033, as applicable.

The applicable RFM supplement: Supplement (SUP) 10.4 Normal Revision (NR)7 (applicable to SA 365 N), SUP.10.4 NR9 (SA 365 N1), SUP.14 NR6 (AS 365 N2), SUP.14 NR12 (AS 365 N3), SUP.14 NR7 (EC 155 B) or SUP.14 NR8 (EC 155 B1), as applicable, or later approved revisions.

Type 4 passage: A passage having the minimum dimensions specified in Appendix 4.A of the applicable ASB, or wider.

Reason:

On certain helicopters equipped with an emergency floatation system, the cockpit doors cannot be opened after ditching with inflated floats, and emergency evacuation is only possible by jettisoning the hinged doors from the inside, or by accessing the emergency exits in the cabin, which is also the way used for evacuating both cabin and cockpit from the outside.

It was determined that, for certain interior layouts, the passage from cockpit to cabin is impaired, particularly when the helicopter is equipped with a VIP interior having a bulkhead separating cockpit from cabin.

This condition, if not corrected, could prevent or delay evacuation from the helicopter, possibly resulting in injury to occupants, in case an evacuation is only possible from the outside after an emergency ditching with inflated floats.

To address this potential unsafe condition, AH designed an external jettisoning system and placards (MOD 0752C71) for the cockpit doors on SA/AS 365 helicopters, and placards (MOD 0752C77) for EC 155 helicopters, and issued the applicable ASB to provide installation instructions. AH also introduced the applicable RFM supplements to update the ditching instructions.

For the reasons described above, this AD requires installation of an external jettisoning system on affected SA/AS 365 helicopters, installation of placards on affected SA/AS 365 and EC 155 helicopters and amendment of the RFM to include the new RFM supplements.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

RFM Amendment:

(1) Within 30 days after the effective date of this AD, amend the RFM by incorporating the applicable RFM supplement, as defined in this AD, inform all flight crews and, thereafter, operate the helicopter accordingly.

Modification:

(2) Within the compliance time as specified in Table 1 of this AD, as applicable, modify the helicopter in accordance with the instructions of Section 3 of the applicable ASB.

Table 1 – Modification

Helicopter Model	**Compliance Time** (after the effective date of this AD)
SA 365 N and N1, AS 365 N2 and N3	Within 24 months
EC 155 B and B1	Within 12 months

Ref. Publications:

AH ASB AS365-52.00.27 original issue dated 17 November 2020 (including Erratum to ASB AS365-52.00.27 original issue dated 21 January 2021).

AH ASB EC155-52A033 original issue dated 30 September 2020.

AH SUP.10.4 NR7, date code 20-40 approved on 26 October 2020 (SA 365 N).

AH SUP.10.4 NR9, date code 20-40 approved on 26 October 2020 (SA 365 N1).

AH SUP.14 NR6, date code 20-40 approved on 26 October 2020 (AS 365 N2).

AH SUP.14 NR12, date code 20-28 approved on 08 September 2020 (AS 365 N3).

AH SUP.14 NR7, date code 20-11 approved on 01 April 2020 (EC 155 B).

AH SUP.14 NR8, date code 20-11 approved on 01 April 2020 (EC 155 B1).

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

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 EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the EU aviation safety reporting system. This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

5. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters (Technical Support) at:
   Web portal: https://keycopter.airbushelicopters.com Technical Requests Management, or
   E-mail: support.technical-airframe.ah@airbus.com, and
   TechnicalSupport.Helicopters@airbus.com.