



## Airworthiness Directive

**AD No.:** 2025-0184

**Issued:** 25 August 2025

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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] 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):**

AS 332 and EC 225 helicopters

**Effective Date:** 01 September 2025

**TCDS Number(s):** EASA.R.002

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2015-0167 dated 12 August 2015.

### ATA 52 – Doors – Sliding / Plugging Cabin Doors – Inspection / Modification

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**Manufacturer(s):**

Airbus Helicopters (AH), formerly Eurocopter, Eurocopter France, Aérospatiale

**Applicability:**

AS 332 C, AS 332 C1, AS 332 L, AS 332 L1, AS 332 L2 and EC 225 LP helicopters, all serial numbers.

**Definitions:**

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

**The EASB:** AH Emergency Alert Service Bulletin (EASB) AS332-52-13-0001 or EASB EC225-52-13-0001, as applicable to helicopter model.

**Reason:**

In 2011, in-flight loss of a lateral right-hand (RH) side (sliding and plugging) cabin door was reported on an AS 532 helicopter. Subsequent investigation determined that the door loss was caused by a structural failure of the middle fitting of the cabin door under static load. This part is the shaft supporting the roller that allows both the left-hand (LH) and RH doors to slide in their fuselage external middle rails. Due to the design similarity, the same unsafe condition may exist or develop on AS 332 and EC 225 helicopters.



This condition, if not detected and corrected, could result in detachment of a cabin door and consequent damage to the helicopter, or injury to occupants or persons on the ground.

To address this unsafe condition, EASA issued Emergency AD 2011-0044-E which required, as an interim measure, a change to the rotorcraft flight manual (RFM) by introducing a new flight operating limitation that prohibited the cabin lateral doors from opening or closing in flight over people on the ground, unless flying in a stabilized hover.

After that AD was issued, Eurocopter issued AS 332 ASB 01.00.79 and EC225 ASB 04A007 to provide a procedure for safe operation of the cabin doors, and installation of relevant door operation placards/markings (modification (mod) 0726828), in order to limit the impact loads on the stop fittings during door closing. Prompted by these design improvements, EASA published AD 2012-0111, retaining the requirements of EASA Emergency AD 2011-0044-E, which was superseded, and requiring installation of sliding lateral plug door operation placards/markings (mod 0726828), and repetitive inspections of the door fittings to detect cracks. After modification and inspection, the flight operating limitations required by AD 2011-0044-E were no longer required and could be removed from the helicopter.

After EASA AD 2012-0111 was issued, AH developed a reinforced design (mod 0726841) of the door fittings, which was available for in-service application through SB AS332-52.00.43 or SB EC225-52-008, as applicable to helicopter model. Consequently, EASA published AD 2015-0167 requiring installation of the reinforced cabin sliding lateral plug door post-mod 0726841 fittings.

Since that AD was issued, it was determined that pre-mod 0726841 sliding lateral plug door fittings could have been erroneously delivered and installed on cabin lateral doors, and AH issued the EASB providing instructions to determine the configuration of the cabin lateral doors, and, depending on findings, modification and re-identification of the doors.

For the reason described above, this AD supersedes EASA AD 2015-0167, requires an inspection of the cabin lateral doors and, depending on findings, modification and re-identification.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

#### **Inspection:**

- (1) Within 7 days after the effective date of this AD, inspect the LH and the RH sliding-plug doors in accordance with the instructions of the EASB.

#### **Corrective Action(s):**

- (2) If, during the inspection as required by paragraph (1) of this AD, any pre-mod 0726841 fitting is found on a door:
  - (2.1) Before next flight, install a locally manufactured placard on that door in accordance with the instructions of the EASB and, thereafter, do not operate that door in flight.



(2.2) Within 110 flight hours (FH) or 6 months, whichever occurs first after the effective date of this AD, modify and, within 6 months after the effective date of this AD, re-identify that door as “post-mod 0726841” (see Note 1 of this AD) in accordance with the instructions of the EASB. After the modification, the placard installed on the door as required by paragraph (2.1) of this AD can be removed, and the door can be operated in flight.

(3) If, during the inspection as required by paragraph (1) of this AD, no pre-mod 0726841 fitting is found on a door, within 6 months after the effective date of this AD, re-identify that door as “post-mod 0726841” (see Note 1 of this AD) in accordance with the instructions of the EASB.

Note 1: Re-identification of the door consists in installing and filling an indicator plate specified in the EASB.

#### **Part(s) Installation:**

(4) From the effective date of this AD, installation of a sliding plug door on a helicopter is allowed, provided it is identified as post-mod 0726841 (see Note 2 of this AD).

Note 2: Removal of a sliding plug door from a helicopter and subsequent reinstallation of that door on the same helicopter, accomplished during a single maintenance visit, is not considered as ‘installation’ as specified in paragraph (4) of this AD.

#### **Ref. Publications:**

AH EASB EC225-52-13-0001 original issue dated 17 July 2025.

AH EASB AS332-52-13-0001 original issue dated 17 July 2025.

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. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 22 September 2025. Only if any comment is received during the consultation period, a Comment Response Document will be published in the [EASA Safety Publications Tool](#), in a compressed (‘zipped’) file, attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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), Aéroport de Marseille Provence, 13725 Marignane Cedex.

Technical Request Management: <https://airbusworld.helicopters.airbus.com>

E-mail: [TechnicalSupport.Helicopters@airbus.com](mailto:TechnicalSupport.Helicopters@airbus.com)

