


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2014-0241-E</p> <p>Date: 04 November 2014</p> <p>Note: This Emergency 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): SA 330, AS 332 and EC 225 helicopters</p>
TCDS Number:	EASA.R.002
Foreign AD:	Not applicable
Supersedure:	None
ATA 52	Doors – Side Stairway Door / Locking Safety Mechanism – Inspection / Reconditioning
Manufacturer(s):	Airbus Helicopters (formerly Eurocopter, Eurocopter France, Aerospatiale)
Applicability:	SA 330 J, AS 332 C, AS 332 L, AS 332 L1, AS 332 L2 and EC 225 LP helicopters, all manufacturer serial numbers, if equipped with side stairway door.
Reason:	<p>An incidental in-flight opening of a side stairway door reportedly occurred during helicopter check-out flight. The door tore off its attachment fittings and remained attached to the helicopter by the load compensator system cable. The subsequent investigation accomplished by Airbus Helicopters revealed that shortly before the incident the involved side stairway door had been painted and the paint impaired the external door handle motion, affecting correct operation of the door locking safety mechanism.</p> <p>This condition, if not detected and corrected, could lead to further cases of door incorrect locking and in-flight door opening, possibly resulting to helicopter damages, or injury of people on the ground, in case the door detaches.</p> <p>To address this potential unsafe condition, Airbus Helicopters issued Emergency Alert Service Bulletins (ASB) 52.16, 52.00.49 and 52A014, as applicable to helicopter model, to provide side stairway door inspection instructions and reconditioning procedures.</p> <p>For the reasons described above, this AD requires one time inspection of the door locking safety mechanism for proper operation and, depending on findings, corrective actions. This AD requires accomplishment of an inspection also after painting of the side stairway door.</p>

Effective Date:	06 November 2014
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) For helicopters delivered before 31 October 2014: Before next flight after the effective date of this AD, check the locking safety mechanism of the side stairway door handle for correct operation in accordance with the instructions of paragraph 3.B.1 of Airbus Helicopters Emergency ASB 52.16, 52.00.49 or 52A014, as applicable to helicopter model.</p> <p>(2) If, during the check as required by paragraph (1) of this AD, the door handle safety mechanism fails to lock automatically, before next flight, recondition the locking safety mechanism in accordance with the instructions of paragraph 3.B.2 of Airbus Helicopters Emergency ASB 52.16, 52.00.49 or 52A014, as applicable to helicopter model.</p> <p>(3) For all helicopters: Before next flight after each application of painting on the side stairway door and/or its external door handle, check the locking safety mechanism of the side stairway door handle for correct operation in accordance with the instructions of paragraph 3.B.1 of Airbus Helicopters Emergency ASB 52.16, 52.00.49 or 52A014, as applicable to helicopter model and, depending on findings, recondition the locking safety mechanism in accordance with the instructions of paragraph 3.B.2 of Airbus Helicopters Emergency ASB 52.16, 52.00.49 or 52A014, as applicable to helicopter model.</p>
Ref. Publications:	<p>Airbus Helicopters SA330 Emergency ASB 52.16 dated 03 November 2014, Airbus Helicopters AS332 Emergency ASB 52.00.49 dated 03 November 2014, Airbus Helicopters EC225 Emergency ASB 52A014 dated 03 November 2014.</p> <p>The use of later approved revisions of this document 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. The results of the safety assessment have indicated the need for immediate publication and notification, without the full public consultation process. 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 (EBSESB) – Aéroport de Marseille Provence 13725 Marignane Cedex, France; Telephone +33 (4) 42 85 97 97; Fax +33 (4) 42 85 99 66; E-mail: Directive.technical-support@airbus.com.