



Airworthiness Directive

AD No.: 2020-0069

Issued: 24 March 2020

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):

EC 130 B4 helicopters

Effective Date: 07 April 2020

TCDS Number(s): EASA.R.008

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2019-0001 dated 10 January 2019.

ATA 52 – Doors – Sliding Door Opening Mechanism – Inspection / Modification

Manufacturer(s):

Airbus Helicopters (AH), formerly Eurocopter

Applicability:

EC 130 B4 helicopters, all serial numbers.

Definitions:

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

Affected part: Left-hand (LH) side cabin sliding doors latch on which AH modification (MOD) 075105 has not been embodied.

Serviceable part: LH side cabin sliding doors latch on which AH MOD 075105 has been embodied.

The ASB: AH Alert Service Bulletin (ASB) EC130-05A031.

The modification ASB: AH ASB EC130-52A022.

Groups: Group 1 helicopters are those that have an affected part installed. Group 2 helicopters are those that have a serviceable part installed. Group 3 helicopters are those that do not have a LH side cabin sliding doors latch installed.



Reason:

A number of occurrences have been reported concerning in-flight detachment of LH side cabin sliding doors from EC 130 helicopters. In some of these cases, impact damage was observed on main rotor blades. These events are associated to a degradation of the sliding door locking mechanism. In-flight opening/closing of the cabin sliding doors is a contributing factor and can accelerate the degradation of the locking mechanism.

This condition, if not detected and corrected, could lead to further events of in-flight detachment of a cabin LH sliding door, possibly resulting in damage to the helicopter and injury to persons on the ground.

Prompted by these findings, AH issued the ASB, providing inspection instructions to check the correct operation of the sliding door locking mechanism by measuring the load required to open it. Consequently, EASA issued AD 2019-0001 to require repetitive inspections and, depending on findings, accomplishment of applicable corrective action(s).

Since that AD was issued, it was determined that a design deficiency was a contributing factor to these occurrences and, prompted by this finding, AH developed MOD 075105 to improve tightening of the sliding door latch. Consequently, AH issued the modification ASB to provide instructions to modify the installation of the sliding door receptacle. This modification has been determined to provide terminating action for the repetitive visual inspections as required by EASA AD 2019-0001.

For the reason described above, this AD retains the requirements of EASA AD 2019-0001, which is superseded, and requires accomplishment of the applicable terminating action.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) For Group 1 and Group 2 helicopters: Within 165 flight hours (FH) after 24 January 2019 [the effective date of EASA AD 2019-0001], and, thereafter, at intervals not to exceed 660 FH, check the load required to operate the sliding door opening mechanism in accordance with instructions of paragraph 3.B.1 of the ASB.
- (2) For Group 1 helicopters: Within 165 FH after the initial inspection as required by paragraph (1) of this AD, and, thereafter, at intervals not to exceed 165 FH, inspect the markings of the attachment screws of the rear LH upper catch in accordance with the instructions of paragraph 3.B.3 of the ASB.

Corrective Action(s):

- (3) For Group 1 and Group 2 helicopters: If, during any inspection as required by paragraph (1) of this AD, discrepancies are detected, before next flight, adjust the rear LH upper catch in order to increase the load required to operate the sliding door opening mechanism, in accordance with the instructions of paragraph 3.B.2 of the ASB.



- (4) For Group 1 helicopters: If, during any inspection as required by paragraph (2) of this AD, discrepancies are detected, before next flight, inspect the rear LH upper catch in accordance with the instructions of paragraph 3.B.4 of the ASB and, depending on findings, replace the anchor nuts of the rear LH upper catch in accordance with the instructions of paragraph 3.B.5 of the ASB.

Modification:

- (5) For Group 1 helicopters: Within 165 FH or 6 months, whichever occurs first after the effective date of this AD, modify the helicopter in accordance with the instructions of the modification ASB.

Terminating Action:

- (6) Modification of a helicopter as required by paragraph (5) of this AD constitutes terminating action for the repetitive inspections as required by paragraph (2) of this AD for that helicopter.
- (7) Modification of a helicopter as required by paragraph (5) of this AD does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that helicopter.

Parts Installation:

- (8) From 24 January 2019 [the effective date of EASA AD 2019-0001], it is allowed to install an affected part on a helicopter, provided that the load required to operate the sliding door opening mechanism is above the threshold defined in the ASB and that, following installation, the helicopter is inspected and modified as required by this AD.
- (9) Do not install an affected part on any helicopter, as required by paragraph (9.1) or (9.2) of this AD, as applicable:
- (9.1) For Group 1 helicopters: After modification of the helicopter as required by paragraph (5) of this AD.
- (9.2) For Group 2 and Group 3 helicopters: From the effective date of this AD.

Ref. Publications:

AH ASB EC130-05A031 original issue dated 10 December 2018, or Revision 01 dated 12 December 2019.

AH ASB EC130-52A022 original issue dated 12 December 2019.

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. This AD was posted on 15 January 2020 as PAD 20-006 for consultation until 29 January 2020. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness 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](#).
5. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters – Aéroport de Marseille Provence, 13725 Marignane Cedex, France, Telephone: +33 (4) 42 85 97 97
E-mail: support.technical-airframe.ah@airbus.com,
Web portal: <https://keycopter.airbushelicopters.com> > Technical Requests Management.

