
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Eurocopter AS 332 (Super Puma) Series Helicopters**AD/S-PUMA/83****Hinged Door Upper and Lower Catches****3/2009**

Applicability: Model AS 332 C, AS 332 C1, AS 332 L, AS 332 L1, and AS 332 L2 helicopters, all serial numbers, if equipped with hinge doors and delivered before 1 August 2007.

Requirement: Perform a visual inspection of the positioning of the rear and front lower door catches as well as the rear and front upper door catches in accordance with the instructions of paragraph 2.B.2 of Eurocopter AS 332 ASB 52.00.38 original issue, or later EASA approved revision.

If any catch is found to be improperly installed, before further flight, remove and reinstall the affected catch in accordance with paragraph 2.B.3 and 2.B.4, and then adjust micro-switches of the "door open" indicating system and perform a functional check in accordance with the instructions of paragraph 2.B.5 of Eurocopter AS 332 ASB 52.00.38 original issue, or later EASA approved revision.

If all catches are found to be properly installed, before further flight, adjust micro-switches of the "door open" indicating system and perform a functional check in accordance with the instructions of paragraph 2.B.5 of Eurocopter AS 332 ASB 52.00.38 original issue, or later EASA approved revision.

Note: EASA AD 2009-0015 refers.

Compliance: Within 220 flight hours or 6 months after 12 March 2009, whichever occurs first.

This Airworthiness Directive becomes effective on 12 March 2009.

Background: The EASA has received a report of a rear hinged door on an AS 332 L1 helicopter opening in-flight, without loss of the door. Investigation revealed incorrect positioning of a door catch, which induced incorrect locking and resulted in the uncontrolled opening of the door. This condition, if not detected and corrected, could lead to in-flight loss of the hinged door, with the potential to cause damage to the main and/or tail rotor blades, with possible loss of control of the helicopter; and creating risk of injury to persons on the ground.



David Punshon
Delegate of the Civil Aviation Safety Authority

28 January 2009