Eurocopter EC 120 Series Helicopters

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/EC 120/4 and issues the following AD under subregulation 39.1 (1) of CAR 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.

AD/EC 120/4 Amdt 1 — Cabin Sliding Door — 8/2001 DM

Applicability: Model EC 120B helicopters having a serial number below 1170, with a rail not equipped with an end-of –travel anti-unhinging stop, rail part number C533C8102201, C533C8102202, C533C8103201, or C533C8103202; and without Eurocopter EC 120 Alert Service Bulletin 52A004 R1 incorporated.

Requirement:

1. Adjust the cabin sliding door in accordance with the instructions specified in paragraph 2.B of Eurocopter EC 120 Alert Service Bulletin 05A005 R1.

   Flight with the cabin sliding door in the open position is prohibited if the above adjustment does not ensure correct locking of the cabin sliding door in the open position.

   In this case, remove the cabin door prior to carrying out a flight with the door open, and refer to the Aircraft Flight Manual for airspeed limitations.

2. Modify the rear stop of the middle rail and add a stop to the front rail in accordance with paragraph 2.B of Eurocopter EC 120 Alert Service Bulletin 52A004 R1.

Note 1: Compliance with Requirement 2 constitutes terminating action for the requirements of this Directive.

Note 2: DGAC AD 2000-285-005(A) R2 refers.

Compliance:

1. Before further flight with the cabin sliding door in the open position, but not later than 31 August 2000; thereafter at each installation of the cabin sliding door.

2. Before 31 July 2001, unless already accomplished.

The compliance times/requirement of Compliance 1 remain unchanged by this issue.

This Amendment becomes effective on 20 June 2001.

Background: This Directive was initially issued following the in-flight loss of a cabin sliding door.

Amendment 1 is issued in response to a new DGAC AD which introduces modification action and changes effectivity to clarify rail part numbers.

The original issue of this Airworthiness Directive became effective on 5 July 2000.

David Alan Villiers
Delegate of the Civil Aviation Safety Authority

14 June 2001

The above AD is notified in the *Commonwealth of Australia Gazette* on 20 June 2001.