Airworthiness Directive

AD No.: **2020-0175**

Issued: **05 August 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):
AS 350 and AS 355 helicopters

Effective Date: 19 August 2020

TCDS Number(s): EASA.R.008, EASA.R.146

Foreign AD: Not applicable

Supersedure: None

ATA 52 – Doors – Sliding Doors – Inspection

Manufacturer(s):
Airbus Helicopters (AH), formerly Eurocopter, Eurocopter France, Aerospatiale

Applicability:
AS 350 helicopters, all serial number (s/n); and

AS 355 helicopters, all s/n;

if equipped with a left-hand (LH) and/or right-hand (RH) sliding door.

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

Affected part: LH and RH sliding doors.

Serviceable part: LH and RH sliding doors with installation parameters within the acceptable limits.

The applicable ASB: AH Alert Service Bulletin (ASB) AS350-52.00.54 and ASB AS355-52.00.32, as applicable to the helicopter type.

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Reason:

A case was reported where the LH sliding door of an AS 350 B3 helicopter was lost in flight. The event occurred, while flying with the door locked in the open position. The results of the technical analysis of this event indicated that the loss of the sliding door resulted from the disengagement of the roller from the upper rail. Due to design similarity, this scenario may also develop on AS 355 helicopters sliding doors.

This condition, if not detected and corrected, could lead to sliding door in-flight detachment, possibly resulting in damage to the helicopter, and/or injury to persons on the ground.

To address this potential unsafe condition, AH published the applicable ASB to provide inspection instructions for the affected parts, to ensure that the upper rail and roller of the LH and/or RH sliding door devices are serviceable.

For the reasons described above, this AD requires a one-time detailed inspection (DET) of the LH and/or RH sliding doors and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

Inspection(s):

(1) Within 165 flight hours or 13 months, whichever occurs first after the effective date of this AD, accomplish a DET of the upper rail and upper roller of each affected part in accordance with the instructions of paragraph 3.B.2 of the applicable ASB.

Corrective Action(s):

(2) If, during the DET as required by paragraph (1) of this AD, discrepancies are detected, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the applicable ASB.

Ref. Publications:

AH ASB AS355-52.00.32 original issue dated 18 June 2020.

AH ASB AS350-52.00.54 original issue dated 18 June 2020.

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 26 June 2020 as PAD 20-098 for consultation until 24 July 2020. No comments were received during the consultation period.

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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. 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 – Aéroport de Marseille Provence, 13725 Marignane Cedex, France
Telephone: +33 (4) 42 85 97 97, Fax: +33 (4) 42 85 99 66,
Web portal: https://keycopter.airbushelicopters. com Technical Requests Management.
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