



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 18-176

Issued: 13 December 2018

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

AIRBUS HELICOPTERS

Type/Model designation(s):

EC 130 B4 helicopters

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.R.008

Foreign AD: Not applicable

Supersedure: None

ATA 52 – Doors – Sliding Door Opening Mechanism – Inspection

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: Cabin sliding doors, left-hand (LH) side.

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

Reason:

A number of occurrences have been reported concerning in-flight detachment of cabin LH sliding doors from EC 130 helicopters. In some of these cases, impact damage has been 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.

For the reason described above, this AD requires repetitive inspections and, depending on findings, accomplishment of applicable corrective action(s).

This AD is considered an interim action and further AD action is expected.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within 165 flight hours (FH) after the effective date of this AD, check the load required to operate the sliding door opening mechanism in accordance with instructions of paragraph 3.B.1 of the ASB.
- (2) 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 marks of the attachment screws of the rear LH upper catch in accordance with instructions of paragraph 3.B.3 of the ASB.
- (3) Within 660 FH after the initial inspection as required by paragraph (1) of this AD, 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.

Corrective Action(s):

- (4) If, during the 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 instruction 3.B.2 of the ASB.
- (5) 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 instructions of paragraph 3.B.4 of the ASB and, depending on findings, replace the anchor nuts of rear LH upper catch in accordance with the instruction 3.B.5 of the ASB.

Terminating Action:

- (6) None.

Parts Installation:

- (7) From the effective date of this AD, it is allowed to install a sliding door, 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 as required by this AD.



Ref. Publications:

AH ASB EC130-05A031 original issue dated 10 December 2018.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 27 December 2018.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).
4. For any question concerning the technical content of the requirements in this PAD, 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.

