



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 20-053

Issued: 16 March 2020

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):

SA 330, AS 332 and EC 225 helicopters

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

TCDS Number(s): EASA.R.002

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2014-0241-E dated 04 November 2014.

ATA 52 – Doors – Side Stairway Door Locking Safety Mechanism – Inspection / Reconditioning / Modification

Manufacturer(s):

Airbus Helicopters (AH), formerly Eurocopter, Eurocopter France, Aerospatiale, Sud Aviation

Applicability:

SA 330 J, AS 332 C, AS 332 L, AS 332 L1, AS 332 L2 and EC 225 LP helicopters, all manufacturer serial numbers, if equipped with a left-hand (LH) side stairway door, except helicopters modified in accordance with AH modification (mod) 07 28281 (AS 332, EC 225) or mod 07 27338 (SA 330).

Definitions:

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

The applicable Emergency ASB: AH SA330 Emergency Alert Service Bulletin (ASB) 52.16, AS332 Emergency ASB 52.00.49 and EC225 Emergency ASB 52A014, as applicable.

The applicable modification ASB: AH ASB SA330-52.17, ASB AS332-52.00.52 and ASB EC225-52A017, as applicable.



Groups: Group 1 helicopters are those delivered to the first owner or operator before 31 October 2014. Group 2 helicopters are those delivered to the first owner or operator on 31 October 2014 or later.

Reason:

An occurrence was reported where, during a helicopter check-out flight, an LH side stairway door inadvertently opened in-flight. The door tore off its attachment fittings and remained attached to the helicopter by the load compensator system cable. Subsequent investigation results revealed that, shortly before the incident, the affected side stairway door had been painted. The paint impaired the external door handle motion, affecting correct operation of the door locking safety mechanism.

This condition, if not detected and corrected, could lead to further cases of incorrect locking and consequent in-flight opening of the LH side stairway door, possibly resulting in damage to the helicopter, or, in case the door detaches, injury to persons on the ground.

To address this potential unsafe condition, AH issued the applicable Emergency ASB to provide inspection instructions and reconditioning procedures. Consequently, EASA issued the Emergency AD 2014-0241-E to require a one-time inspection of the LH side stairway door locking safety mechanism for proper operation and, depending on findings, accomplishment of applicable corrective action(s). That AD also required accomplishment of an inspection after each painting of the LH side stairway door.

Since that AD was issued, AH developed a modification (mod 07 28281 for AS 332 and EC225 and mod 07 27338 for SA 330), introducing an improved locking system of the LH side stairway door and additional mean(s) to visually check that the door is correctly locked. AH also issued the applicable modification ASB providing instructions for introducing the mod on in-service helicopters.

For the reasons described above, this AD retains the requirements of EASA AD 2014-0241-E, which is superseded, and requires modification of the LH side stairway door locking mechanism, which constitutes terminating action for the inspections required by this AD.

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

Required as indicated, unless accomplished previously:

Inspection and Reconditioning:

- (1) Group 1 helicopters: Before next flight after 06 November 2014 [the effective date of EASA AD 2014-0241-E], inspect the locking safety mechanism of the LH side stairway door handle for correct operation in accordance with the instructions of paragraph 3.B.1 of the applicable Emergency ASB.
- (2) Group 1 and Group 2 helicopters: From 06 November 2014 [the effective date of EASA AD 2014-0241-E], before next flight after each application of painting on the LH side stairway door and/or its external door handle, inspect the locking safety mechanism of the LH side stairway door handle for correct operation in accordance with the instructions of paragraph 3.B.1 of the applicable Emergency ASB and, depending on findings, recondition the locking safety



mechanism in accordance with the instructions of paragraph 3.B.2 of the applicable Emergency ASB.

Corrective Action(s):

- (3) If, during the inspection as required by paragraph (1) of this AD, the LH side stairway door handle safety mechanism fails to lock automatically, before next flight, recondition the locking safety mechanism in accordance with the instructions of paragraph 3.B.2 of the applicable Emergency ASB.

Modification:

- (4) Group 1 and Group 2 helicopters: Within 12 months after the effective date of this AD, modify the LH side stairway door locking mechanism in accordance with the instructions of paragraph (3) of the applicable modification ASB.

Terminating Action:

- (5) Modification of a helicopter as required by paragraph (4) of this AD is an acceptable alternative method to comply with the inspection requirements of paragraph (1) of this AD for that helicopter, and constitutes terminating action for the repetitive inspections as required by paragraph (2) of this AD for that helicopter.

Ref. Publications:

AH SA330 Emergency ASB 52.16 original issue dated 03 November 2014, or Revision 1 dated 12 November 2014, or Revision 2 dated 11 March 2020.

AH ASB SA330-52.17 original issue dated 11 March 2020.

AH AS332 Emergency ASB 52.00.49 original issue dated 03 November 2014, or Revision 1 dated 12 November 2014, or Revision 2 dated 29 August 2017.

AH ASB AS332-52.00.52 original issue dated 29 August 2017, or Revision 1 dated 15 October 2019, or Revision 2 dated 25 February 2020.

AH EC225 Emergency ASB 52A014 original issue dated 03 November 2014, or Revision 1 dated 12 November 2014, or Revision 2 dated 29 August 2017.

AH ASB EC225-52A017 original issue dated 29 August 2017, or Revision 1 dated 15 October 2019, or Revision 2 dated 25 February 2020.

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

Remarks:

1. This Proposed AD will be closed for consultation on 13 April 2020.
2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness 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 (Technical Support), web portal: <https://keycopter.airbushelicopters.com> > Technical Requests Management, or e-mail: support.technical-airframe.ah@airbus.com and TechnicalSupport.Helicopters@airbus.com.

