



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 20-098

Issued: 26 June 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):

AS 350 and AS 355 helicopters

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

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.



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 No. AS355-52.00.32 original issue dated 18 June 2020.

AH ASB No. 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. This Proposed AD will be closed for consultation on 24 July 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 – Aéroport de Marseille Provence, 13725 Marignane Cedex, France
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