



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 23-060**

**Issued: 26 May 2023**

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 – Modification

#### Manufacturer(s):

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

#### Applicability:

AS 350 B, AS 350 D, AS 350 BA, AS 350 BB, AS 350 B1, AS 350 B2 and AS 350 B3 helicopters, all serial number (s/n); and

AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP 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:** Upper rail roller having Part Number (P/N) 350A25-1324-20 or P/N 350A25-1324-22.

**The ASB:** AH Alert Service Bulletin (ASB) AS350-52.00.65 or ASB AS355-52.00.38, as applicable.



**Groups:** Group 1 helicopters are those that have an affected part installed. Group 2 helicopters are those that do not have an affected part installed.

**Reason:**

An occurrence was reported where the LH sliding door of an AS 350 B3 helicopter was lost while flying with the door locked in the open position. The results of the technical analysis initially indicated that the loss of the sliding door resulted from the disengagement of the roller from the upper rail. A further design review determined that the upper rail roller has a single locking device instead of two separate locking devices required for this kind of fastener.

Due to design similarity, this scenario may also develop on AS 355 helicopters sliding doors.

This condition, if not 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 designed a modification of the upper rail roller, introducing a double locking. In addition, marks have been developed with the correct locking position of the handle to visualize when the door is fully closed and locked. AH published the ASB to provide instructions for implementation of these modifications in-service.

For the reasons described above, this AD requires replacement of the upper rail roller(s) and installation of door marking(s).

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

**Modification:**

- (1) For Group 1 helicopters: Within the compliance times specified in Table 1 of this AD, modify each sliding door (LH and/or RH, as applicable) and install a label on each sliding door in accordance with the instructions of the ASB.

Table 1 - Modification

Helicopter Type	Compliance Time (whichever occurs first after the effective date of this AD)
AS 350	825 flight hours (FH) or 26 months
AS 355	660 FH or 26 months

**Part(s) Installation:**

- (2) Do not install on any helicopter an affected part or a door having an affected part, as required by paragraph (2.1) or (2.2) of this AD, as applicable.

(2.1) For Group 1 helicopters: After modification of the helicopter as required by paragraph (1) of this AD.

(2.2) For Group 2 helicopters: From the effective date of this AD.



**Ref. Publications:**

AH ASB AS350-52.00.65 original issue dated 23 May 2023.

AH ASB AS355-52.00.38 original issue dated 23 May 2023.

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 23 June 2023.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD 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.
4. For any question concerning the technical content of the requirements in this PAD, please contact: Airbus Helicopters (Technical Support)  
E-mail: [TechnicalSupport.Helicopters@airbus.com](mailto:TechnicalSupport.Helicopters@airbus.com);  
Airbus World: Technical Request Management: <https://airbusworld.helicopters.airbus.co>.

