 <b>Direction générale de l'aviation civile France</b>  <b>GSAC publication</b>	<b>AIRWORTHINESS DIRECTIVE</b>  <b>No F-2002-344-093 R1</b>		Distribution:  <b>A</b>	Issue date:  <b>November 10, 2004</b>	Page :  <b>1/2</b>
	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>		
<p align="center"><b>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.</b></p>					
Corresponding foreign Airworthiness Directive(s): <b>Not applicable</b>			Airworthiness Directive(s) replaced: <b>2002-344-093 original issue</b>		
Person in charge of airworthiness: <b>EUROCOPTER</b>			Type(s): <b>AS 350 helicopters</b>		
Type certificate(s) No. <b>84</b> TCDS No <b>157</b>					
ATA chapter:  <b>05, 52</b>		Subject:  <b>Doors - Sliding door - Wear on rollers and rails</b>			

### 1. **EFFECTIVITY:**

AS 350 helicopters, versions B, BA, BB, B1, B2, B3 and D fitted with sliding doors.

**Note:** This Airworthiness Directive (AD) is intended for maintenance personnel and crews.

### 2. **REASONS:**

This Airworthiness Directive (AD) is issued following a report of sliding door aft roller dislodgment in flight due to severe wear on the rail. If this deficiency is not corrected, it could lead to the loss of the sliding door in flight.

The purpose of Revision 1 of this AD is to:


- Cover the conversion of EUROCOPTER AS 350 Alert Telex No. 05.00.41 into an Alert Service Bulletin (ASB) with the same reference number and with no change to the technical content, but introducing an additional check criterion in order to prevent the risk of the aft guide roller coming out of the middle rail when opening the door in flight.

### 3. **MANDATORY ACTIONS AND COMPLIANCE TIMES:**

**3.1.** Before the next flight after the effective date of the original issue of this AD, then at intervals not exceeding 100 flying hours, check the diameter of the roller and the dimension of the front end opening of the middle rail, in compliance with the instructions specified in § 2.B.1. of referenced EUROCOPTER AS 350 Alert Service Bulletin (ASB) No. 05.00.41 R1.

**3.2.** According to the criteria defined in § 2.B.1. of the referenced ASB, take the following actions in compliance with § 2.B.2. of the referenced ASB:

- Criterion C1  $\geq$  5 mm and criterion C2  $\geq$  1.5 mm: door opening in flight is permitted.
- Criterion C1 < 5 mm and/or criterion C2 < 1.5 mm: door opening in flight is prohibited. A placard specifying this restriction is to be affixed to the instrument panel of the helicopter.

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**3.3.** Before installation on aircraft of a sliding door held as spares, take the actions described in § 3.1. and § 3.2. above.

**4. REFERENCE PUBLICATION:**

EUROCOPTER AS 350 Alert Service Bulletin No. 05.00.41, Revision 1  
(Any subsequent approved revision to this ASB is acceptable).

**5. EFFECTIVE DATES:**

**Original issue** : Upon receipt, as from June 26, 2002  
**Revision 1** : November 20, 2004.

**6. REMARK:**

For any questions concerning the technical content of the requirements in this AD, please contact:

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**7. APPROVAL:**

This AD Revision is approved under EASA reference No 2004-10846 dated November 03, 2004.

**SUPERSEDED**