


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2011-0044-E</p> <p>Date: 14 March 2011</p> <p>Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation</p>
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p>Type Approval Holder's Name :</p> <p>EUROCOPTER</p>	<p>Type/Model designation(s) :</p> <p>AS 332 and EC 225 helicopters</p>
TCDS Number :	EASA.R.002
Foreign AD :	Not applicable
Supersedure :	None
ATA 52	Doors – Cabin Sliding and Plugging Doors – Limitation
Manufacturer(s):	EUROCOPTER (formerly EUROCOPTER France).
Applicability:	EUROCOPTER AS 332 C, AS 332 C1, AS 332 L, AS 332 L1, AS 332 L2 and EC 225 LP helicopters, all serial numbers, equipped with one or two cabin lateral sliding and plugging doors.
Reason:	<p>EUROCOPTER have reported in-flight loss of the cabin lateral right-hand (sliding and plugging) door of an AS 532 military Super-Puma helicopter. The helicopter took off with the door open and it was then attempted to close it in flight. On completion of the door sliding, the operator failed to plug/lock the door. One of the crew members intervened to help the operator. At that very moment, the door departed from the structure and caused the crew member to fall outside the aircraft.</p> <p>According to the initial investigations, this accident was likely caused by a static failure of the middle fitting of the cabin door; this is the shaft supporting the roller allowing the door to slide in its fuselage external middle rail. The design of the cabin doors is identical on the civil models of the Super-Puma and the same unsafe condition is therefore likely to exist or occur in those helicopters.</p> <p>Such door detachment, if not prevented, could damage the helicopter while not hovering or injury persons on the ground.</p> <p>In the light of this information and while the investigation is still in progress with the aim of determining the initiating cause(s) of the failure, this AD requires, as an interim measure, a new flight operating limitation that prohibits the cabin lateral (sliding and plugging) doors from opening or closing in flight over people on the ground and unless flying in a stabilized hover.</p>

Effective Date:	15 March 2011.
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) For each flight after the effective date of this AD, obey the following flight operating limitations: <ol style="list-style-type: none"> (1.1) Do not open or close the cabin lateral (sliding and plugging) doors in flight over people on ground, and (1.2) Do not open or close in flight the cabin lateral (sliding and plugging) doors unless hovering stabilized. (2) Before next flight after the effective date of this AD, insert a copy of this AD in the Limitations Section of the Rotorcraft Flight Manual and in the company Operation Manual, if any. (3) Before next flight after the effective date of this AD, install a placard in the immediate vicinity of the inside lateral (sliding and plugging) doors handles with the following statement: <div style="border: 1px solid black; padding: 10px; text-align: center; margin: 10px 0;"> <p>DO NOT OPEN OR CLOSE IN FLIGHT OVER PEOPLE ON GROUND AND UNLESS IN STABILIZED HOVER</p> </div> <p><u>Note:</u> the placard can be made locally:</p> <ul style="list-style-type: none"> - Size of letters: 6 mm minimum - Red letters on white background
Ref. Publications:	None.
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: EUROCOPTER (STDI) – Aéroport de Marseille Provence 13725 Marignane Cedex, France; telephone +33 (4) 12 85 97 97; facsimile +33 (4) 85 99 66; E-mail: Directive.technical-support@eurocopter.com.