



Civil Aviation Authority

SAFETY AND OPERATIONAL DIRECTIVE

Number: SD-2016/002



Issued: 11 May 2016

Airbus Helicopters EC225LP and AS332L2 Limitations of Operations due to a Fatal Accident in Norway on 29 April 2016

This Safety and Operational Directive contains mandatory action that is required to restore an acceptable level of safety. It is issued in accordance with article 15 and 247(1) of the Air Navigation Order.

Applicability:	
Aerodromes:	Not primarily affected
Air Traffic:	Not primarily affected
Airspace:	Not primarily affected
Airworthiness:	Not primarily affected
Flight Operations:	All AOC Operators of Airbus Helicopters EC225LP and AS332L2 helicopters
Licensed Personnel:	Not primarily affected

1 Introduction

- 1.1 This Safety and Operational Directive contains mandatory action that is required to establish an acceptable level of safety. It is issued under articles 15 and 247(1) of the Air Navigation Order 2009 and in accordance with Regulation (EC) No. 216/2008 Article 14.1.
- 1.2 Recipients must ensure that this Directive is copied to all members of their staff who need to take appropriate action or who may have an interest in the information, including any "in-house" or contracted maintenance organisation and relevant outside contractors.
- 1.3 This Safety Directive supersedes SD-2016/001 and extends the applicability of the measures put in place on 29 April 2016 to Airbus Helicopters AS332L2 helicopters.

2 Compliance/Action to be Taken

- 2.1 The Civil Aviation Authority (CAA), in exercise of its powers under article 15 of the Air Navigation Order 2009, directs operators of any Airbus Helicopters EC225LP or AS332L2 helicopter which is:

- a) registered in the United Kingdom; or
- b) flying in the United Kingdom or in the neighbourhood of an offshore location

to comply with the requirements set out in paragraph 2.2.

- 2.2 Operators must not conduct any public transport flight or a commercial air transport operation with an Airbus Helicopters EC225LP or AS332L2 helicopter.
- 2.3 Paragraph 2.2 does not apply to any Search and Rescue (SAR) flights. Operators must seek approval from the CAA for necessary training in the helicopter in the SAR role. Such approval will be based on an assessment of the content and extent of the Operators SAR training programme.
- 2.4 In this Directive, 'Offshore location' means a facility intended to be used for helicopter operations on either:
- a) an offshore installation or a renewable energy installation as defined in the Civil Aviation Act 1982; or
 - b) floating structures or vessels.

3 Reason

- 3.1 This Safety and Operational Directive is made in the interest of assuring safe operations following a fatal accident in Norway with an Airbus Helicopters EC225LP on the 29 April 2016. As a result of a meeting between the UK CAA and Norwegian CAA on 10 May 2016 it was jointly agreed that both National Aviation Authorities will extend the scope of their Airbus Helicopters EC225LP Safety Directives to include the earlier AS332L2 derivative.
- 3.2 The decision to extend the scope of the Safety Directive is based upon the similarities of the two aircraft types.

4 Queries

- 4.1 Any queries or requests for further guidance from AOC holders as a result of this communication should be addressed to the assigned Flight Operations Inspector in the first instance.
- 4.2 Otherwise, queries should be addressed to Flight Operations Policy at the following e-mail address: ISPTechnicalSupport@caa.co.uk.

5 Cancellation

- 5.1 This Directive comes into force on 11 May 2016 at 16:00 hrs UTC and will remain in force until revoked by the CAA.

Neil Williams

For the Civil Aviation Authority

11 May 2016