



Civil Aviation Authority

SAFETY AND OPERATIONAL DIRECTIVE

Number: SD-2016/003



Issued: 2 June 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 Operators and Pilots of Airbus Helicopters EC225LP and AS332L2 Helicopters
Licensed Personnel:	All Pilots of Airbus Helicopters EC225LP and AS332L2 Helicopters

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 and Operational Directive supersedes and revokes SD-2016/002 and extends the applicability of the measures put in place on 29 April 2016 to all Airbus Helicopters EC225LP and 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 and pilots must not conduct any flight with an Airbus Helicopters EC225LP or AS332L2 helicopter.

2.3 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 29 April 2016.

As a result of the [preliminary report](#) from Accident Investigation Board Norway (AIBN) issued on the 1 June 2016, with an urgent safety recommendation addressed to the European Safety Agency (EASA), and contact between the UK Civil Aviation Authority and Norwegian Civil Aviation Authority on 1 June 2016, it was agreed by both National Aviation Authorities to extend the scope of their Airbus Helicopters EC225LP and AS332L2 Safety Directives to all operations, including SAR operations.

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: ISPTechnicalSupportTeam@caa.co.uk.

5 Revocation and Commencement

5.1 Safety and Operational Directive SD-2016/002 dated 11 May 2016 is revoked from 13:00 UTC on 2 June 2016.

5.2 This Directive comes into force on 2 June 2016 at 13:00 hrs UTC and will remain in force until revoked by the CAA.

Signed: Philip Clarke
for the Civil Aviation Authority

Date: 2 June 2016