



## Emergency Airworthiness Directive

**AD No.:** 2016-0191-E

**Issued:** 27 September 2016

Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

### Design Approval Holder's Name:

WSK "PZL-ŚWIDNIK" S.A.

### Type/Model designation(s):

PZL SW-4 helicopters

**Effective Date:** 29 September 2016

**TCDS Number(s):** EASA.R.100

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 53 – Fuselage – Door Window Frame / Emergency Window Seal – Inspection

### Manufacturer(s):

Wytwórnia Sprzętu Komunikacyjnego (WSK) "PZL-Świdnik" Spółka Akcyjna (S.A.)

### Applicability:

PZL SW-4 helicopters, all manufacturer serial numbers (MSN).

### Reason:

During demonstration of the emergency evacuation procedure on a helicopter, the opening of one of the emergency exits failed. It was not possible to push out the upper window pane, Part Number (P/N) 60.01.600.07.15, from the left hand pilot's door. Subsequent investigation determined that the emergency window pane seal, P/N 60.01.650.06.01, was incorrectly installed in the door frame. In deviation from the approved design, the outer lip of the seal was bonded to the edge of the window opening in the door, along the entire opening periphery. It was also identified that the affected seal was bonded to the door structure during manufacture of the helicopter.

This condition, if not detected and corrected, could prevent the jettisoning of the helicopter window(s), possibly affecting the evacuation of crew and/or passengers during an emergency situation.

To address this potential unsafe condition, WSK "PZL-ŚWIDNIK" S.A. issued Mandatory Bulletin (MB) BO-60-16-78 to provide inspection instructions.



For the reasons described above, this AD requires a one-time inspection of each affected emergency exit window pane seal P/N 60.01.650.06.01 and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

**Helicopters with MSN up to 60.04.09 (inclusive):**

- (1) Before next flight after the effective date of this AD, inspect the installation of each emergency exit window pane seal P/N 60.01.650.06.01 in accordance with the instructions of Chapter II of WSK "PZL-Świdnik" S.A. MB BO-60-16-78.
- (2) If, during the inspection as required by paragraph (1) of this AD, any seal P/N 60.01.650.06.01 is found to be bonded to the door frame, before next flight, reinstall the affected emergency exit window pane with a new seal in accordance with the instructions of Attachment 2 to WSK "PZL-Świdnik" S.A. MB BO-60-16-78.

**All MSN:**

- (3) From the effective date of this AD, installation on any helicopter of a window pane seal P/N 60.01.650.06.01 is allowed, provided the installation is accomplished in accordance with the instructions of Attachment 2 to WSK "PZL-Świdnik" S.A. MB BO-60-16-78.

**Ref. Publications:**

WSK "PZL-Świdnik" S.A. MB BO-60-16-78, original issue dated 20 September 2016.

The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.

**Remarks:**

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. For any question concerning the technical content of the requirements in this AD, please contact: WSK "PZL- Świdnik" S.A., Al. Lotników Polskich 1, 21-045 Świdnik, Poland Telephone: (+48) 664 424 798, E-mail: [pl-customersupport@leonardocompany.com](mailto:pl-customersupport@leonardocompany.com).

