



Airworthiness Directive

AD No.: 2016-0216

Issued: 28 October 2016

Note: This 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:

LEONARDO S.p.A.

Type/Model designation(s):

AW 189 helicopters

Effective Date: 11 November 2016

TCDS Number(s): EASA.R.510

Foreign AD: Not applicable

Supersedure: None

ATA 56 – Windows – Cockpit Doors and Cabin Emergency Exit Windows / Seals and Wedges – Replacement

Manufacturer(s):

Leonardo S.p.A. Helicopters (formerly Finmeccanica S.p.A., AgustaWestland S.p.A.)

Applicability:

Leonardo AW189 helicopters, serial numbers 49007 to 49021 inclusive, 49023, 49029, 49033, 49035, 89001, 89003, 89004, 92001, 92003 and 92005.

Note 1: Emergency exit windows which were reinstalled at least once since helicopter delivery are not affected by the requirements of this AD.

Note 2: This AD does not apply to the windows part of Bubble Window kit Part Number 8G5620F00111.

Reason:

During scheduled replacement of emergency exit window seals (Maintenance Manual task DT56-01 for cockpit doors and task DT56-02 for cabin) on helicopters in service, an excessively high level of pushing force was required to jettison some of the windows. Further investigation determined that the affected windows were incorrectly installed during manufacturing.



This condition, if not corrected, could prevent the jettisoning of helicopter emergency exit windows, possibly affecting the evacuation of crew and/or passengers during an emergency situation.

To address this potential unsafe condition, Leonardo issued Bollettino Tecnico (BT) 189-118 providing instructions to restore the correct installation of the emergency exit system.

For the reason described above, this AD requires replacement of the seal and the filler wedges of emergency exit windows installed in the cockpit doors and cabin.

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

Required as indicated, unless accomplished previously:

- (1) Within 75 flight hours or 6 months after the effective date of this AD, whichever occurs first, replace the seal and the filler wedges of all emergency exit windows installed in the cockpit doors and cabin in accordance with the instructions of Leonardo BT 189-118.

Ref. Publications:

Leonardo S.p.A. Helicopters BT 189-118 original issue, dated 20 October 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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. For any question concerning the technical content of the requirements in this AD, please contact: Leonardo S.p.A. Helicopters E-mail: PSE_AW189.MBX@leonardocompany.com.

