



Airworthiness Directive

AD No.: 2018-0039

[Correction: 07 March 2018]

Issued: 09 February 2018

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:

AIRBUS HELICOPTERS

Type/Model designation(s):

AS 332 and EC 225 LP helicopters

Effective Date: 23 February 2018

TCDS Number(s): EASA.R.002

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2016-0049 dated 10 March 2016.

ATA 56 – Windows – Jettisoning System – Installation

Manufacturer(s):

Airbus Helicopters (formerly Eurocopter, Eurocopter France, Aerospatiale)

Applicability:

AS 332 C, AS 332 C1, AS 332 L, AS 332 L1, AS 332 L2 and EC 225 LP helicopters, all serial numbers (s/n).

Definitions:

For the purpose of this AD, the following definitions apply:

The applicable SB: Airbus Helicopters (AH) Alert Service Bulletin (ASB) EC225-05A046 Revision 1, ASB AS332-05.01.05 Revision 1 or ASB EC225-56C012 original issue, AS332-56.90.13 original issue, as applicable depending on helicopter model and s/n.

Groups:

Group 1 helicopters are AS 332 C, AS 332 C1, AS 332 L, AS 332 L1, AS 332 L2 and EC 225 LP helicopters, all s/n, except those defined as Group 2.

Group 2 helicopters are:

- EC 225 LP (VIP configuration) helicopters, s/n as listed in ASB EC225-56C012.
- AS 332 L2 (VIP configuration) helicopters, s/n as listed in ASB AS332-56.90.13.



Reason:

An occurrence was reported where difficulty was experienced in jettisoning a helicopter window, requiring the application of a high pushing force. Subsequent investigation determined that the associated window seal was in a good condition with no indication of contamination with paint or hardening. Excessive friction between the window seal and the helicopter airframe was identified to be the root cause of the failure mode.

This condition, if not corrected, could prevent the jettisoning of a window, possibly affecting the evacuation of helicopter occupants during an emergency situation.

To address this potentially unsafe condition, AH issued ASB EC225-05A046 and ASB AS332-05.01.05 to provide modification instructions to reduce friction between the window frame and the jettisonable window.

Consequently, EASA issued AD 2016-0049 to require installation of Polytetrafluoroethylene (PTFE) skived film on the window frame.

Since that AD was issued, new investigations carried out on VIP cabin windows equipped with PTFE skived film have revealed that the thickness of these windows requires a greater force to jettison a window than for standard jettisonable windows equipped with PTFE skived film.

In order to reduce these forces to acceptable levels, AH issued ASB EC225-56C012 and ASB AS332-56.90.13 providing instructions to install silicone seals on VIP cabin windows instead of the PTFE skived film and existing polychloroprene seals.

For the reason described above, this AD retains the requirements of EASA AD 2016-0049, which is superseded, and requires removal of the PTFE skived film and installation of silicone seals in replacement of the polychloroprene seals on VIP cabin windows.

This AD is re-published to correct the model versus ASB reference in the definition of Group 2 helicopters.

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

Required as indicated, unless accomplished previously:

Modification:

- (1) For Group 1 helicopters: Within the compliance time defined in paragraph 1.E.2 of the applicable SB, depending on the operational environment, install PTFE skived film on each affected window frame in accordance with the instructions of the applicable SB.
- (2) For Group 2 helicopters: Within the compliance time defined in paragraph 1.E.2 of the applicable SB, depending on the operational environment, remove the PTFE skived film and polychloroprene seals and install silicone seals on each affected window frame in accordance with the instructions of the applicable SB.



Credit:

- (3) Installation of PTFE skived film on the window frame of a Group 1 helicopter, accomplished before the effective date of this AD in accordance with the instructions of AH ASB EC225-05A046 or ASB AS332-05.01.05 at original issue, is acceptable to comply with the requirements of paragraph (1) of this AD for that helicopter.

Parts Installation:

- (4) From the effective date of this AD, installation or replacement of a jettisonable window on a helicopter is allowed, provided that, before or during installation, a PTFE skived film (for Group 1 helicopters) or silicone seal (for Group 2 helicopters), as applicable, is installed in accordance with the instructions of the applicable SB.

Ref. Publications:

Airbus Helicopters ASB EC225-05A046 original issue dated 08 March 2016, or Revision 1 dated 08 February 2018.

Airbus Helicopters ASB AS332-05.01.05 original issue dated 08 March 2016, or Revision 1 dated 08 February 2018.

Airbus Helicopters ASB EC225-56C012 original issue dated 08 February 2018.

Airbus Helicopters ASB AS332-56.90.13 original issue dated 08 February 2018.

The use of later approved revisions of the above-mentioned documents 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:
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