

## Airworthiness Directive

**AD No.:** 2024-0173**Issued:** 04 September 2024

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

**Design Approval Holder's Name:**

AIRBUS HELICOPTERS

**Type/Model designation(s):**

EC 155 helicopters

**Effective Date:** 18 September 2024**TCDS Number(s):** EASA.R.105**Foreign AD:** Not applicable**Supersedure:** None

### ATA 52 – Doors – Jettisonable Windows and Seals on the Sliding Doors and Fixed Panels – Modification

**Manufacturer(s):**

Airbus Helicopters (AH), formerly Eurocopter (EC), Eurocopter France, Aerospatiale, Sud Aviation

**Applicability:**

EC 155 B and EC 155 B1 helicopters, all serial numbers.

**Definitions:**

For the purpose of this AD, the following definition applies:

**The ASB:** AH Alert Service Bulletin (ASB) ASB EC155-56-50-0001.**Reason:**

During tests concerning jettisoning of windows on an EC 155 helicopter, it was identified that the required forces for jettisoning exceeded the maximum jettisoning effort requirements.

This condition, if not corrected, could possibly lead to an inability to jettison the window(s) during an emergency event, which could result in a reduced capability to evacuate the helicopter and possible consequent injury to occupants.

To address this potential unsafe condition, AH designed a modification of the jettisonable windows and issued the ASB to provide modification instructions for in-service helicopters.

For the reasons described above, this AD requires replacement of the jettisonable windows and seals on the sliding doors and fixed panels on the left-hand (LH) and right-hand (RH) sides.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

**Modification:**

- (1) Before exceeding 600 flight hours or within 24 months, whichever occurs first after the effective date of this AD, replace the jettisonable windows and seals on sliding doors and fixed panels, on LH and RH sides, and install new labels in accordance with the instructions of the ASB.
- (2) [RESERVED]

**Ref. Publications:**

Airbus Helicopters ASB EC155-56-50-0001 Issue 001 dated 19 June 2024.

The use of later approved revisions of the above-mentioned 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. This AD was posted on 18 July 2024 as PAD 24-088 for consultation until 15 August 2024. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed ('zipped') file, attached to the record for this AD.
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. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters (Technical Support) – Aéroport de Marseille Provence, 13725 Marignane Cedex, France, Telephone: +33 (4) 42 85 97 97, Fax: +33 (4) 42 85 99 66, Web portal: <https://airbusworld.helicopters.airbus.com> Technical Requests Management, or E-mail: [TechnicalSupport.Helicopters@airbus.com](mailto:TechnicalSupport.Helicopters@airbus.com).

