



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 18-112

**Issued:** 31 July 2018

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

**Design Approval Holder's Name:**

Leonardo S.p.A.

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

AW169, AW189 helicopters

**Effective Date:** [TBD - standard: 14 days after AD issue date]

**TCDS Number(s):** EASA.R.509, EASA.R.510

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 56 – Windows – Emergency Exit Windows – Modification

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**Manufacturer(s):**

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

**Applicability:**

AW169 helicopters, all serial numbers (s/n), and  
AW189 helicopters, all s/n, except those helicopters with emergency exit windows equipped with strap Part Number (P/N) A487A003A, or helicopters with bubble windows P/N 8G5620F00112.

**Defintions:**

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

**Affected emergency exit handle:** Internal emergency exit handles, P/N 8G9500L00151, and external emergency exit handles, P/N 8G9500L00251.

**The applicable SB:** Leonardo Service Bulletin (SB) 169-094, and SB 189-170, as applicable.

**Reason:**

During an AW169 helicopter post-painting inspection, the extrusion rubber window seal P/N A417AF001WB was found broken. Investigation highlighted that the damage to the rubber filler



wedge could have been caused by the excessive tension of the string applied during the installation of an affected emergency exit handle.

This condition, if not corrected, could result in an excessive load to release the emergency exit window, possibly resulting in delayed evacuation of helicopter occupants during an emergency.

Due to design similarities, the same unsafe condition could exist or develop on certain AW189 helicopters.

To address this potential unsafe condition, Leonardo developed a modification, installing a nomex sock around the rubber seal wedge where an affected emergency exit handle is installed, and issued the applicable SB accordingly, providing modification instructions.

For the reason described above, this AD requires modification of the emergency exit windows installation.

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

Required as indicated, unless accomplished previously:

#### **Modification:**

- (1) For AW189 helicopters: Within 750 flight hours (FH) or 24 months, whichever occurs first after the effective date of this AD, install the Pull Tab protection retro-mod P/N 8G5600P00211 on all affected emergency exit handles in accordance with the instructions of the applicable SB.
- (2) For AW169 helicopters: Within 750 FH or 24 months, whichever occurs first after the effective date of this AD, install the Pull Tab protection retro-mod P/N 6F5600P00111 on all emergency exit handles in accordance with the instructions of the applicable SB.

#### **Ref. Publications:**

Leonardo S.p.A. SB 169-094 original issue, dated 25 July 2018.

Leonardo S.p.A. SB 189-170 original issue, dated 25 July 2018.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

#### **Remarks:**

1. This Proposed AD will be closed for consultation on 28 August 2018.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).



4. For any question concerning the technical content of the requirements in this PAD, please contact: Leonardo S.p.A. Helicopters E-mail: [PSE\\_AW169.MBX.AW@leonardocompany.com](mailto:PSE_AW169.MBX.AW@leonardocompany.com) and [PSE\\_AW189.MBX.AW@leonardocompany.com](mailto:PSE_AW189.MBX.AW@leonardocompany.com).

