



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 19-064

**Issued:** 15 April 2019

Note: This Proposed Airworthiness Directive (PAD) 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.

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:**

AIRBUS HELICOPTERS

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

AS 332 and EC 225 LP helicopters

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

**TCDS Number(s):** EASA.R.002

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 56 – Windows – Jettisoning System – Modification

### Manufacturer(s):

Airbus Helicopters (AH), formerly Eurocopter, Eurocopter France, Aerospatiale

### Applicability:

AS 332 L2 helicopters, serial numbers (s/n) 2488, 2503, 2504, 2590, 2643 and 2646, except helicopters that have embodied AH modification (mod) 332P087142.00; and

EC 225 LP helicopters, all s/n, except s/n 2678 and helicopters that have embodied AH mod 0728370, or mod 332P087140.00, or mod 332P087142.00, or mod 332P087142.03.

### Definitions:

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

**The applicable ASB:** AH Alert Service Bulletin (ASB) AS332-56.90.14 and ASB EC225-56A013, as applicable.

### 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. However, excessive friction between the window seal and the helicopter airframe was identified to be the root cause of this 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, as a temporary measure, EASA issued AD 2016-0049 to require installation of polytetrafluoroethylene (PTFE) skived film on window frames. After that AD was issued, following investigations carried out on customized VIP cabin windows, EASA issued AD 2018-0039 (later corrected) retaining the requirements of AD 2016-0049, which was superseded, and requiring installation of silicone seals, through the embodiment of mod 332P087140.00, on identified VIP cabin windows instead of the PTFE skived film and existing polychloroprene seals.

Since that AD was issued, AH developed mod 0728370, mod 332P087142.00 and mod 332P087142.03 applicable to a limited population of helicopters affected by AD 2018-0039 and available for in-service helicopters through the applicable ASB. It is expected that AH will also develop similar mod for in-service installation on other affected helicopters, as addressed by EASA AD 2018-0039.

For the reasons described above, this AD requires modification of the windows jettisoning system by removing the PTFE skin between the window seal and the helicopter airframe, and installing silicone seals instead of seals currently installed on the helicopter cabin windows.

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

Required as indicated, unless accomplished previously:

#### Modification:

- (1) Within the compliance time as defined in Table 1 of this AD, as applicable to operational condition, or within 6 months, whichever occurs first after the effective date of this AD, modify the windows jettisoning system in accordance with the applicable ASB.

Table 1 – Window Jettisoning System Modification

Operational condition	Compliance time
Helicopters not operated over water	250 flight hours (FH)
Helicopters operated over water	110 FH

#### Related Action:

- (2) After modification of a helicopter as required by paragraph (1) of this AD, that helicopter is no longer affected by the requirements of EASA AD 2018-0039.

#### Ref. Publications:

AH ASB AS332-56.90.14 original issue dated 10 April 2019.

AH ASB EC225-56A013 original issue dated 10 April 2019.



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 13 May 2019.
2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness 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: Airbus Helicopters (Technical Support), Aéroport de Marseille Provence 13725 Marignane Cedex, France, Telephone +33 (0)4 42 85 97 97, Fax +33 (0)4 42 85 99 66, Web portal: <https://keycopter.airbushelicopters.com> > Technical Requests Management, E-mail: [support.technical-dyncomp.ah@airbus.com](mailto:support.technical-dyncomp.ah@airbus.com), and [TechnicalSupport.Helicopters@airbus.com](mailto:TechnicalSupport.Helicopters@airbus.com).

