



## Airworthiness Directive

**AD No.:** 2018-0082

**Issued:** 11 April 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:

LEONARDO S.p.A.

### Type/Model designation(s):

AW189 helicopters

**Effective Date:** 25 April 2018

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

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2017-0054 dated 27 March 2017.

## ATA 56 – Windows – Bubble Window Kit – Inspection / Modification

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### Manufacturer(s):

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

### Applicability:

Leonardo AW189 helicopters, all serial numbers (s/n), if equipped with bubble windows kit Part Number (P/N) 8G5620F00111.

### Reason:

Two in-service occurrences were reported where a bubble window departed from the helicopter during flight. Subsequent investigation identified a degradation of the bubble window installation, potentially caused by frequent rotation of the window release handle without pressing the release button, a scenario which is likely to occur during pre-flight checks.

This condition, if not corrected, could lead to further occurrences of loss of the bubble window during flight, possibly resulting in damage to the helicopter and/or injury to persons on the ground.

To address this potential unsafe condition, Leonardo issued Service Bulletin (SB) 189-136 and EASA issued AD 2017-0054 to require installation of a protective cover on the internal bubble window handle for some helicopters, repetitive inspections of the bubble window installation on all affected helicopters and, depending on findings, accomplishment of applicable corrective action(s).



Since that AD was issued, Leonardo developed an improved bubble windows kit and published SB 189-161 to provide modification instructions.

For the reason described above, this AD retains the requirements of EASA AD 2017-0054, which is superseded, and requires modification of the bubble windows kit installation as a terminating action for the repetitive inspections.

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

Required as indicated, unless accomplished previously:

#### Modification – Window Handle Protective Cover Installation:

- (1) For helicopters s/n 49039, 89001, 89003, 89004, and from s/n 92001 to 92006 inclusive: Within 100 flight hours (FH) after 10 April 2017 [the effective date of EASA AD 2017-0054], install a protective cover surrounding the internal bubble window handle, both left-hand (LH) and right-hand (RH) side, in accordance with the instructions of Part I of Leonardo SB 189-136.

#### Inspection(s):

- (2) Within 100 FH after 10 April 2017 [the effective date of EASA AD 2017-0054], and, thereafter, at intervals not to exceed 100 FH, inspect the LH and RH bubble windows for correct installation in accordance with the instructions of Part II of Leonardo SB 189-136.

#### Corrective Action(s):

- (3) If, during any inspection as required by paragraph (2) of this AD, any discrepancy is found, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of Part II of Leonardo SB 189-136.

#### Modification – Improved Bubble Windows Kit Installation:

- (4) Within 100 FH after the effective date of this AD, modify the LH and RH bubble windows of each helicopter by installing an improved bubble windows kit P/N 8G5620F00112 in accordance with the instructions of Leonardo SB 189-161 (retromod P/N 8G5260P00211).

#### Terminating Action:

- (5) Modification of a helicopter as required by paragraph (4) of this AD constitutes terminating action for the repetitive inspections as required by paragraph (2) of this AD for that helicopter.

#### Ref. Publications:

Leonardo S.p.A. Helicopters SB 189-136 original issue, dated 16 March 2017.

Leonardo S.p.A. Helicopters SB 189-161 original issue, dated 05 April 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](mailto: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](mailto:PSE_AW189.MBX@leonardocompany.com).

