



Airworthiness Directive

AD No.: 2018-0197

Issued: 05 September 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):

AW169 and AW189 helicopters

Effective Date: 19 September 2018

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

Foreign AD: Not applicable

Supersedure: None

ATA 56 – Windows – Emergency Exit Windows – Modification

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 affected emergency exit handles 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 affected 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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 31 July 2018 as PAD 18-112 for consultation until 28 August 2018. 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.
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](#).

5. For any question concerning the technical content of the requirements in this AD, please contact: Leonardo S.p.A. Helicopters E-mail: PSE_AW169.MBX.AW@leonardocompany.com. and PSE_AW189.MBX.AW@leonardocompany.com.

