



Airworthiness Directive

AD No.: 2018-0258

Issued: 30 November 2018

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, 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 (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS HELICOPTERS

Type/Model designation(s):

EC 155 helicopters

Effective Date: 14 December 2018

TCDS Number(s): EASA.R.105

Foreign AD: Not applicable

Supersedure: None

ATA 56 – Windows – Swing Door Jettisonable Window – Modification

Manufacturer(s):

Airbus Helicopters (AH), formerly Eurocopter, Eurocopter France

Applicability:

EC 155 B and EC 155 B1 helicopters, all serial numbers, fitted with hinged cabin doors, except those that embody modification (mod) 365A084527.00 or mod 0752C54 in production.

Definitions:

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

The ASB: AH Alert Service Bulletin (ASB) EC155-56A005 Revision 1.

Reason:

An occurrence was reported that during a daily check difficulty was experienced in jettisoning a helicopter window, requiring the application of a high pushing force.

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, Eurocopter developed mod 365A084480.00, ensuring reduction of jettison loads of hinged cabin door windows, and issued ASB EC155-56A003, providing modification instructions. Consequently, EASA issued AD 2010-0257 to require that modification.



After that AD was issued, it was determined that, although that modification reduces the effort necessary to open the hinged cabin door windows, it does not ensure that the opening load is within the values defined in the approved design. Consequently, AH issued the ASB providing instructions for modification of hinged cabin swing door jettisonable window as a final solution.

For the reasons described above, this AD requires modification of each hinged cabin door jettisonable window.

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

Required as indicated, unless accomplished previously:

Modification:

- (1) Within 12 months after the effective date of this AD, modify each hinged cabin door jettisonable window in accordance with the instructions of the ASB.

Credit:

- (2) Modification of a helicopter, before the effective date of this AD in accordance with the instructions of AH ASB EC155-56A005 at original issue, is acceptable to comply with the requirements of paragraph (1) of this AD for that helicopter.

Ref. Publications:

AH ASB EC155-56A005 original issue dated 14 December 2017 and Revision 1 dated 23 October 2018.

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 13 November 2018 as PAD 18-155 for consultation until 27 November 2018. No comments were received during the consultation period.
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: Airbus Helicopters – Aéroport de Marseille Provence, 13725 Marignane Cedex, France
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