



Airworthiness Directive

AD No.: 2024-0075

Issued: 18 March 2024

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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Change Approval Holder's Name: **Design Change Description:**

MECAER AVIATION GROUP

VIP Interior

Effective Date: 01 April 2024

STC Number(s): EASA Supplemental Type Certificate (STC) 10080809

Foreign AD: Not applicable

Supersedure: None

ATA 52 – Doors – Passenger Jettisonable Window Mechanism – Replacement

Manufacturer(s):

Airbus Helicopters (AH)

Applicability:

AH H160 B helicopters, all serial numbers (s/n), if modified by EASA STC 10080809 original issue or Revision 1.

Definitions:

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

The MSB: Mecaer Aviation Group (MECAER) Mandatory Service Bulletin (MSB) SB-A6H-009, which refers to the vendor SB.

The vendor SB: Vision Systems Service Bulletin (SB) 02-050-015.

Affected passenger window: Any window, having a Part Number (P/N) as listed in the MSB and an s/n as listed in the vendor SB; except those which have been modified in accordance with the instructions of the MSB.

Affected door: Doors that have an affected passenger window installed.



Serviceable window: Any window, eligible for installation, which is not an affected passenger window.

Groups: Group 1 helicopters are those having an affected passenger window installed. Group 2 helicopters are those that do not have an affected passenger window installed. Helicopters having s/n 1009 and s/n 1010 have been delivered with an affected passenger window installed.

Reason:

During a maintenance operation, it was discovered that several self-locking nuts of a window jettisoning system could be loosened by hand. The function of these nuts is to hold the threaded axis and associated cable tight, as part of passenger windows' jettisoning system mechanism. Relevant investigations determined that certain cable kits, part of the windows jettisoning system, might not be in conformance with the applicable specifications.

This condition, if not corrected, could lead to failure of the window jettisoning system, possibly affecting the capability of passengers to escape the helicopter in case of a ditching or water impact.

To address this potential unsafe condition, MECAER issued the MSB, providing instructions to modify affected passenger windows.

For the reasons described above, this AD requires replacement of affected passenger windows with serviceable windows.

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

Required as indicated by this AD, unless the actions required by this AD have been already accomplished:

Replacement:

- (1) For Group 1 helicopters: Within 165 flight hours (FH) after the effective date of this AD, replace each affected passenger window with a serviceable window in accordance with the instructions of the MSB (see Note 1 of this AD).

Note 1: The MSB provides instructions to modify an affected window into a serviceable window.

Part(s) Installation:

- (2) For Group 1 and Group 2 helicopters: From the effective date of this AD, do not install an affected passenger window or an affected door on any helicopter.

Ref. Publications:

MECAER MSB SB-A6H-009 original issue dated 14 February 2024.

Vision System SB 02-050-015 revision 0 dated 24 January 2024.

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 15 February 2024 as PAD 24-025 for consultation until 14 March 2024. 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](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any question concerning the technical content of the requirements in this AD, please contact Mecaer: Via dell'Artigianato V Traversa, 1, 63076 Centobuchi di Monteprandone (AP) – Italy; Tel.: (+39) 0735 7091 – Fax (+39) 0735 701927; Mail: caw@mecaer.com

