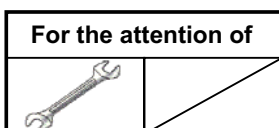


Civil versions: C, C1, L, L1, L2  
 Military versions: B, B1, F1, M, M1

# ALERT SERVICE BULLETIN

## PROTECTIVE MEASURE

**TIME LIMITS - MAINTENANCE CHECKS - Cabin windows**  
**Improvement to the window jettisoning system**  
 ATA 56



| Revision No. | Date of issue |
|--------------|---------------|
| Revision 0   | 2016-03-08    |
| Revision 1   | 2018-02-08    |
| Revision 2   | 2019-04-10    |

### Summary:

This ALERT SERVICE BULLETIN consists in improving the jettisoning system for the windows which can be jettisoned from inside the cabin, by applying PTFE skived film to the intersection of the window frame and the seal of jettisonable windows.

### Reason for last Revision:

The purpose of revision 2 is to supersede compliance with this ALERT SERVICE BULLETIN for helicopters which embody modification 332P087142.00.

### Compliance:

Airbus Helicopters renders compliance with this ALERT SERVICE BULLETIN mandatory.

## **1. PLANNING INFORMATION**

### **1.A. EFFECTIVITY**

#### **1.A.1. Helicopters/installed equipment or parts**

On AS332 helicopters (all versions) with jettisonable windows, which were delivered before receipt of revision 0 of this ALERT SERVICE BULLETIN, issued on the date indicated at the bottom of the page and which do not embody modification 332P087140.00 or modification 332P087142.00.

#### **NOTE 1**

*Modification 332P087140.00 consists of improving the jettisoning of VIP windows and can be embodied through ALERT SERVICE BULLETIN No. AS332-56.90.13.*

#### **NOTE 2**

*Modification 332P087142.00 consists of improving the jettisoning windows and can be embodied through ALERT SERVICE BULLETIN No. AS332-56.90.14.*

#### **NOTE 3**

*The jettisonable windows are fitted with an extraction tape and a key.*

#### **1.A.2. Non-installed equipment or parts**

Not applicable.

### **1.B. ASSOCIATED REQUIREMENTS**

Not applicable.

### **1.C. REASON**

#### **Revision 0:**

Following a jettison test during a scheduled inspection, it was observed that a high level of pushing force was required to jettison some of the windows.

Subsequent to these observations, Airbus Helicopters has implemented the application of PTFE skived film to the intersection of the window frame and the window seal, reducing the level of effort required to jettison the windows.

Airbus Helicopters renders compliance with this ALERT SERVICE BULLETIN mandatory for helicopters equipped with jettisonable windows.

#### **Revision 1:**

The purpose of revision 1 is to cancel compliance with this ALERT SERVICE BULLETIN for VIP helicopters which embody modification 332P087140.00.

**Revision 2 :**

The purpose of revision 2 is to supersede compliance with this ALERT SERVICE BULLETIN for helicopters which embody modification 332P087142.00.

**1.D. DESCRIPTION**

This ALERT SERVICE BULLETIN consists in applying PTFE skived film to the intersection of the window frame and the seals of the jettisonable windows.

**1.E. COMPLIANCE**
**1.E.1. Compliance at H/C manufacturer level**

Not applicable.

**1.E.2. Compliance in service**

Helicopters/installed equipment or parts:

| Helicopters                          | Jettisonable windows                                                                                                                                                                                           |                                                                                                                                                                                                                |
|--------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                      | Emergency exit windows<br>(see NOTE 2)                                                                                                                                                                         | Other jettisonable windows                                                                                                                                                                                     |
| Helicopters not operating over water | Comply with paragraph 3. within 250 flying hours or 6 months (the first limit reached is applicable) following receipt of this ALERT SERVICE BULLETIN, issued on the date indicated at the bottom of the page. | Comply with paragraph 3. within 6 months following receipt of this ALERT SERVICE BULLETIN, issued on the date indicated at the bottom of the page.                                                             |
| Helicopters operating over water     | Comply with paragraph 3. within 110 flying hours or 6 months (the first limit reached is applicable) following receipt of this ALERT SERVICE BULLETIN, issued on the date indicated at the bottom of the page. | Comply with paragraph 3. within 110 flying hours or 6 months (the first limit reached is applicable) following receipt of this ALERT SERVICE BULLETIN, issued on the date indicated at the bottom of the page. |

Then, on all helicopters with jettisonable windows:

Replace the PTFE skived film as per paragraph 3.B. each time a jettisonable window is removed/installed.

**NOTE 4**

*The emergency exit windows are identified by a colored surround and by the "EXIT" wording below the window. The color varies according to the (customer or customized) color of the helicopter (photo below given as an example).*



Non-installed equipment or parts:

Not applicable.

**1.F. APPROVAL**


Approval of this document:

The technical information contained in this ALERT SERVICE BULLETIN Revision 0 was approved on March 07, 2016 under the authority of EASA Design Organization Approval No. 21J.056 for helicopters of civil versions subject to an Airworthiness Certificate.

The technical information contained in this ALERT SERVICE BULLETIN Revision 0 was approved on March 07, 2016 by the Airbus Helicopters Airworthiness Department for export military versions.

The technical information contained in this ALERT SERVICE BULLETIN Revision 0 was approved on March 07, 2016 under the prerogatives of the recognition of design capability FRA21J-002-DGA for French Government helicopters.

The technical information contained in this ALERT SERVICE BULLETIN Revision 1 was approved on February 07, 2018 under the authority of EASA Design Organization Approval No. 21J.700 for helicopters of civil versions subject to an Airworthiness Certificate.

The technical information contained in this ALERT SERVICE BULLETIN Revision 1 was approved on February 07, 2018 by the Airbus Helicopters Airworthiness Department for export military versions.

The technical information contained in this ALERT SERVICE BULLETIN Revision 1 was approved on February 07, 2018 under the prerogatives of the recognition of design capability FRA21J-002-DGA for French Government helicopters.

The technical information contained in this ALERT SERVICE BULLETIN Revision 2 was approved on April 04, 2019 under the authority of EASA Design Organization Approval No. 21J.700 for helicopters of civil versions subject to an Airworthiness Certificate.

The technical information contained in this ALERT SERVICE BULLETIN Revision 2 was approved on April 04, 2019 by the Airbus Helicopters Airworthiness Department for export military versions.

The technical information contained in this ALERT SERVICE BULLETIN Revision 2 was approved on April 04, 2019 under the prerogatives of the recognition of design capability FRA21J-002-DGA for French Government helicopters.

### **1.G. MANPOWER**



For compliance with this ALERT SERVICE BULLETIN, Airbus Helicopters recommends the following personnel qualifications:

Qualification: - 1 Aircraft Technician to bond the PTFE skived film,  
- 2 Aircraft Technicians to remove/install the windows.



The time for the operations is given for information purposes, for a standard configuration.

Time for the operations: - approximately 20 minutes per window to bond the PTFE skived film.



The estimated helicopter downtime is 1 day (for all windows), excluding the time for removal/installation of coverings.

### **1.H. WEIGHT AND BALANCE**

Not applicable.

### **1.I. POWER CONSUMPTION**

Not applicable.

### **1.J. SOFTWARE UPGRADES/UPDATES**

Not applicable.

**1.K. REFERENCES**

The documents required for compliance with this ALERT SERVICE BULLETIN are as follows:

For AS332 helicopters, all versions:

MTC: 20.04.01.402: Cleaning of removed individual parts with liquid solvents - Cleaning of parts

For AS332 helicopters, version L2:

MMA: 56-20-00, 051: Cabin windows - Removal - Installation

For AS332 helicopters, versions B, B1, C, C1, L, L1, F1, M, M1:

MET: 56.20.00.401: Cabin windows - Removal - Installation

**1.L. OTHER AFFECTED PUBLICATIONS**

Not applicable.

**1.M. PART INTERCHANGEABILITY OR MIXABILITY**

Not applicable.

## **2. EQUIPMENT OR PARTS INFORMATION**

### **2.A. EQUIPMENT OR PARTS: PRICE - AVAILABILITY - PROCUREMENT**

#### Price

For any information concerning the components, please contact the Sales and Customer Relations Department of the Airbus Helicopters Network.

#### Availability

The components will be delivered on customer's order.

#### Procurement conditions

Order the required quantity (unless otherwise specified)

from

Airbus Helicopters  
Etablissement de Marignane  
Direction Ventes et Relations Client  
13725 MARGNANE CEDEX  
France

#### **NOTE 1**

*On the purchase order, please specify the mode of transport, the destination and the serial numbers of the helicopters to be modified.*

#### **NOTE 2**

*For ALERT SERVICE BULLETINS, order by:  
Telex: HELICOP 410 969F  
Fax: +33 (0)4.42.85.99.96.*

### **2.B. LOGISTIC INFORMATION**

For logistical reasons, the rolls of PTFE skived film 5480 will be delivered in accordance with the instructions defined below:

- Helicopters operating over water:
  - . Comply with paragraph 3. using 1 roll of PTFE skived film for 1 helicopter, in order not to exceed the compliance times defined in paragraph 1.E.2.
- Helicopters not operating over water:
  - . For emergency exit windows:
    - Comply with paragraph 3. using 1 roll of PTFE skived film for 2 helicopters, in order not to exceed the compliance times defined in paragraph 1.E.2.
  - . For other jettisonable windows:
    - Comply with paragraph 3. using 2 rolls of PTFE skived film for 3 helicopters, in order not to exceed the compliance times defined in paragraph 1.E.2.

**2.C. EQUIPMENT OR PARTS REQUIRED PER HELICOPTER/COMPONENT**

Equipment or parts to be ordered separately:

| Designation                                                                | Qty                                                    | New P/N                                        | Item | Former<br>P/N → | Instruction |
|----------------------------------------------------------------------------|--------------------------------------------------------|------------------------------------------------|------|-----------------|-------------|
| PTFE skived film<br>(width 25mm (.984 in.) -<br>length 33m (1299.213 in.)) | See<br>instructions<br>defined in<br>paragraph<br>2.B. | PTFE skived<br>film 5480 (SAP<br>P/N: 1506672) | 1    | /               | /           |

Consumables to be ordered separately:

As per Work Cards and Tasks mentioned in this ALERT SERVICE BULLETIN.

The consumables can be ordered separately from BDSI Company.

Website: <https://www.boeingdistribution.com>  
 Telephone: +1.305.925.2600  
 Fax: +1.305.507.7191  
 AOG: +1.305.471.8888  
 AOG email: [AOGdesk@Boeingdistribution.com](mailto:AOGdesk@Boeingdistribution.com)

**2.D. EQUIPMENT OR PARTS TO BE RETURNED**

Not applicable.

### 3. ACCOMPLISHMENT INSTRUCTIONS

#### 3.A. GENERAL

Not applicable.

#### 3.B. WORK STEPS

The procedure is described for a single jettisonable window. Comply with the same procedure for each of the jettisonable windows.

To facilitate the application of the PTFE skived film, a video is available at the link below:

<http://www.dailymotion.com/video/k3R8zugX66BZn4fHUsm>

##### 3.B.1. Preliminary steps

- Remove all coverings as required for access to the different work areas.
- Remove the jettisonable window as per MMA Task 56-20-00,051 or MET Work Card 56.20.00.401.

##### 3.B.2. Applying PTFE skived film (1)

- Clean the inner and outer surfaces of frame (b) of window (a) (Detail B, [Figure 2](#)), as per MTC Work Card 20.04.01.402.
- Trace a line "R" on the inner surface of frame (b) (e.g.: using a marker) at 10 mm (.393 in.) from the edge (see [Figure 1](#)), which materializes the external edge of PTFE skived film (1) all around the frame.
- Bond PTFE skived film (1) to the inner surface of frame (b) (Cross-section A-A, [Figure 1](#)), taking care:
  - . to start bonding at seal joint "E" or "F" on the frame (see [Figure 1](#)),
  - . to line up with the previously traced contour line (see [Figure 1](#) and Detail B, [Figure 2](#)),
  - . not to create any wrinkles during the bonding procedure,
  - . not to cut off the PTFE skived film during the bonding procedure (see [Figure 4](#)).

#### **NOTE**

*The PTFE skived film may be bonded in two pieces maximum, provided that their ends correspond with the seal joints "E" and "F" indicated in Figure 1.*

- Cut the width of the PTFE skived film which exceeds the window frame as indicated in Detail B, [Figure 2](#):
  - . leave a sufficient width to fold down the PTFE skived film onto the outer window frame (refer to the tolerances defined in Cross-section A-A, [Figure 3](#)).
- Make several cuts perpendicular to the structure in the PTFE skived film exceeding the frame, at each curve, as indicated in Detail B, [Figure 2](#).
- Fold down PTFE skived film (1) onto the outer window frame, taking care not to create any wrinkles (Cross-section A-A, [Figure 3](#)).
- Ensure that PTFE skived film (1) does not overlap as indicated (Detail B, [Figure 3](#)).

**3.B.3. Final steps**

- Install the jettisonable window as per MMA Task 56-20-00, 051 or MET Work Card 56.20.00.401.
- Install all the coverings previously removed.

**3.C. COMPLIANCE CONFIRMATION**

Compliance with this document:

**3.C.1. For emergency exit windows:**

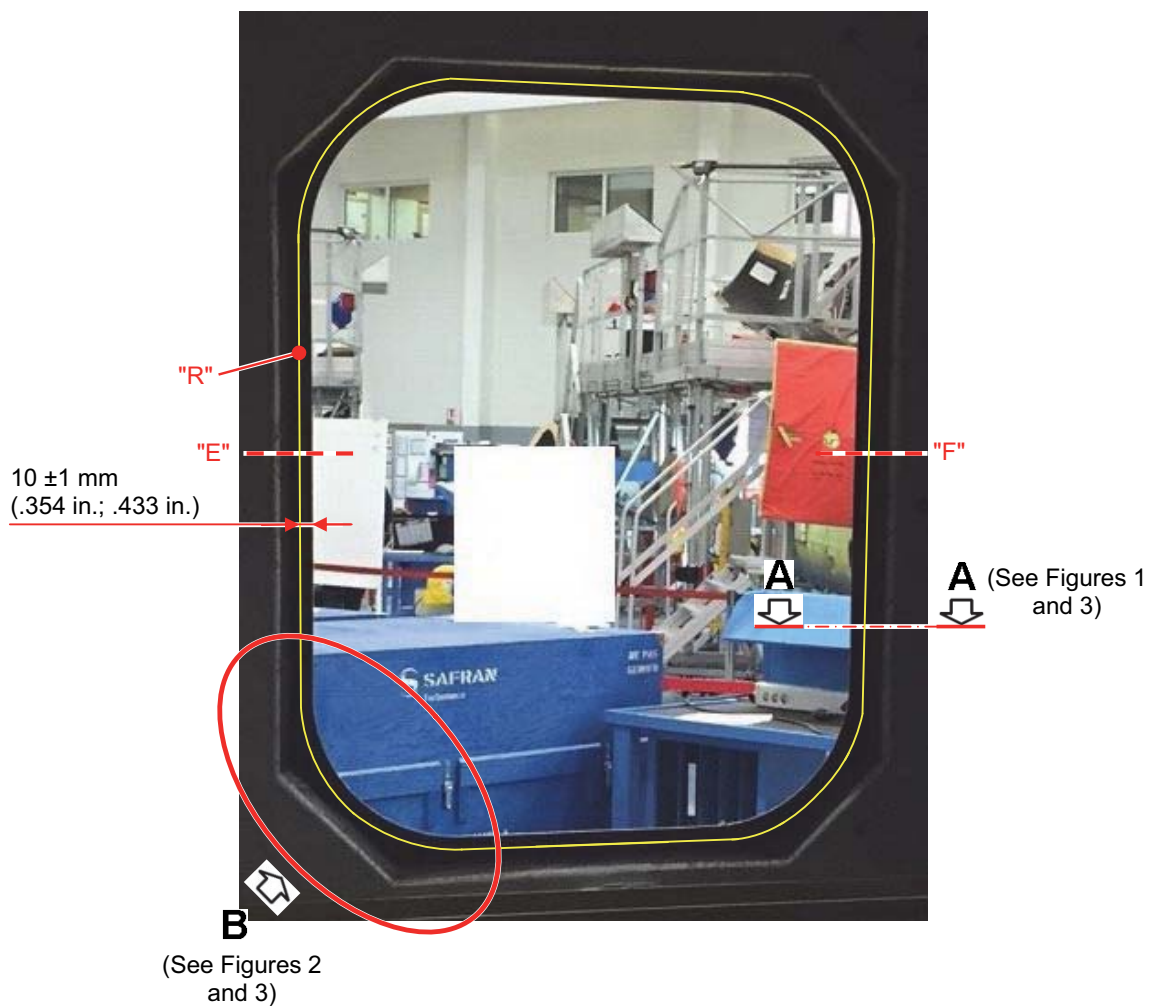
Record compliance with this document, with the revision number and wording "paragraph 3.C.1.", in the helicopter documents.

**3.C.2. For other jettisonable windows:**

Record compliance with this document, with the revision number and wording "paragraph 3.C.2.", in the helicopter documents.

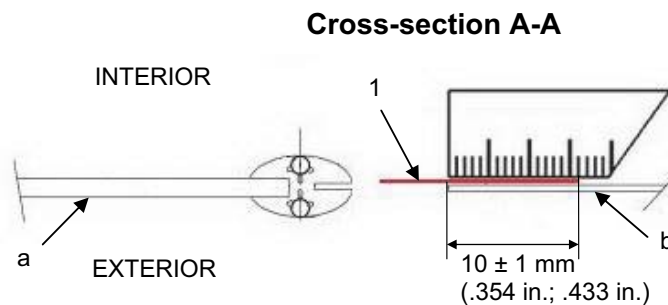
**3.D. OPERATING AND MAINTENANCE INSTRUCTIONS**

Not applicable.



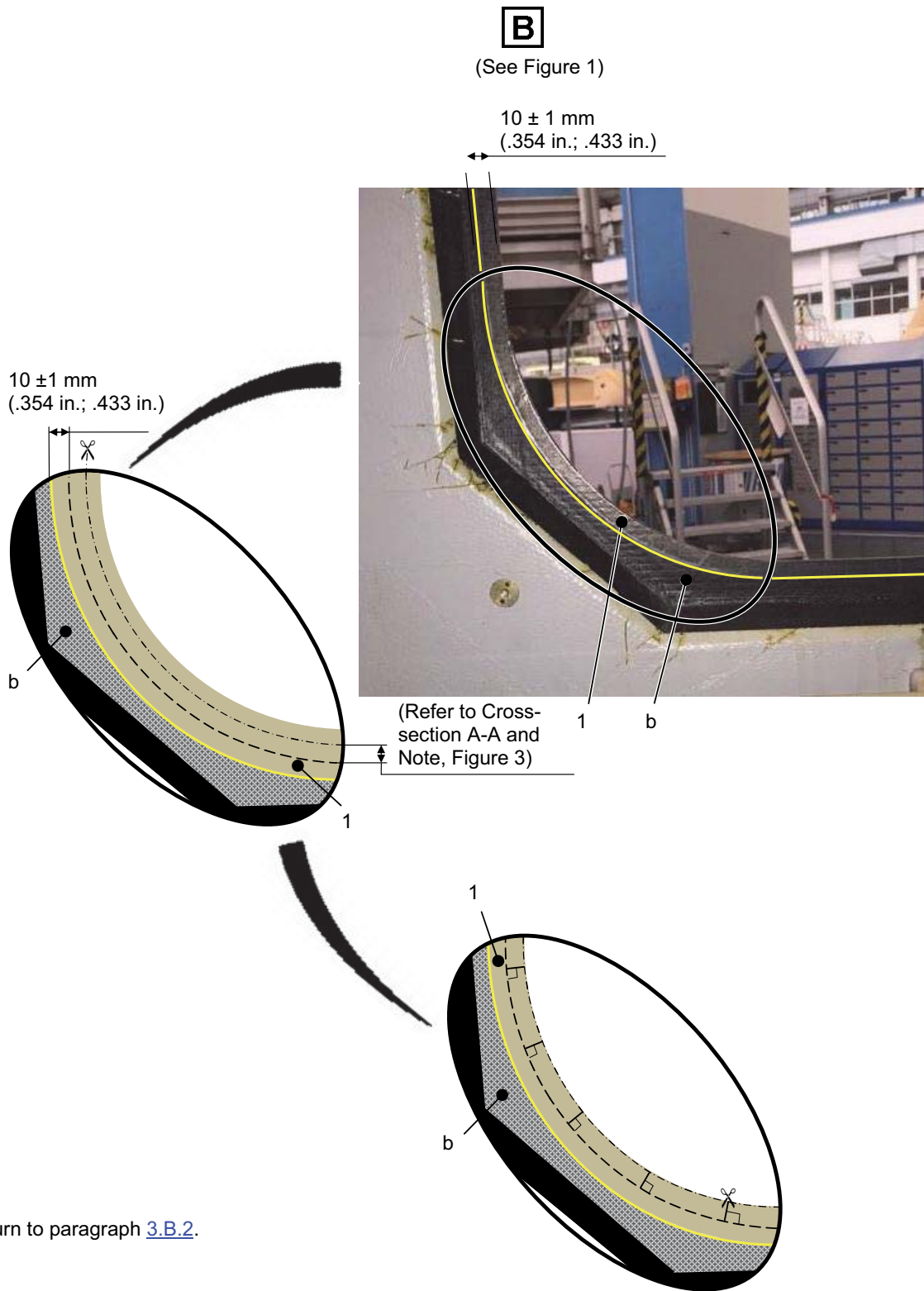
**NOTE**

*Seal joints "E" and "F" must be located approximately halfway up the window frame.*



Return to paragraph [3.B.2](#)

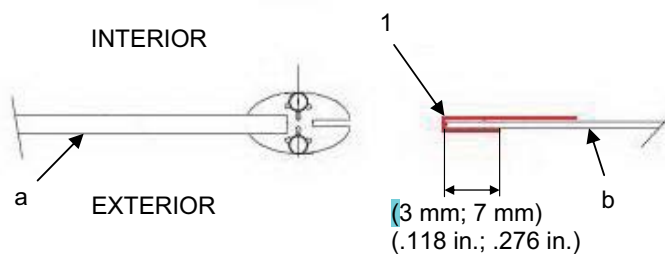
Figure 1: Application of PTFE skived film around the window frame



Return to paragraph [3.B.2.](#)

Figure 2: Cutting the PTFE skived film

**Cross-section A - A**  
 (See Figure 1)

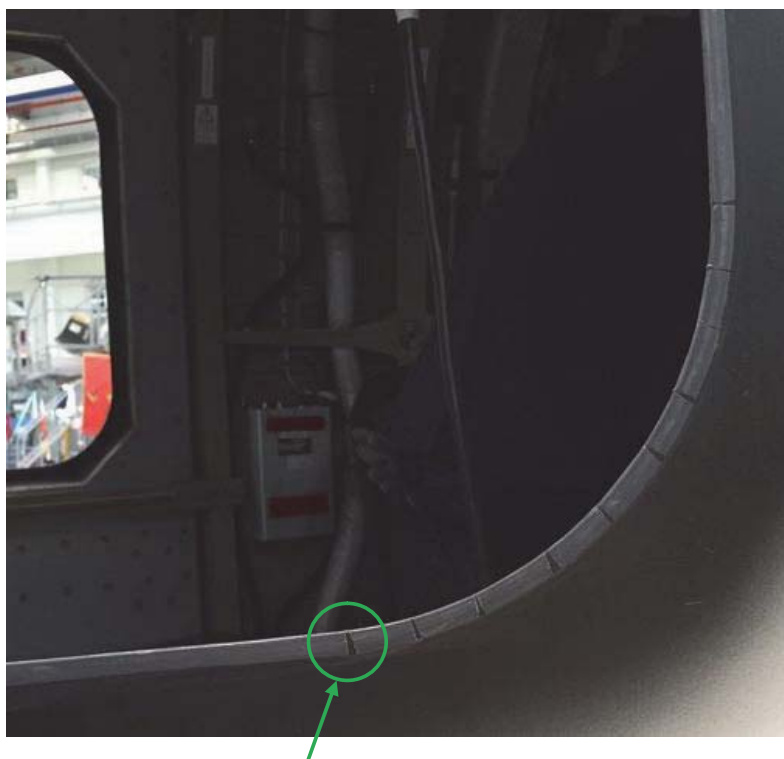


**NOTE**

*The thickness of the frame, which may vary according to the helicopter, must be taken into account when cutting the PTFE skived film, in order to comply with the tolerances defined above.*

**B**

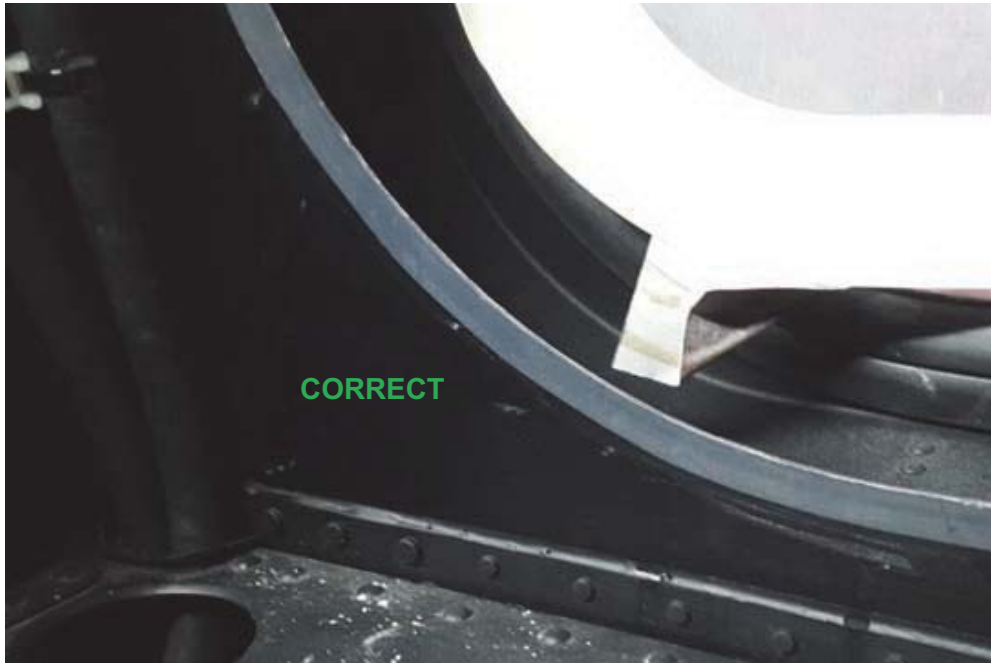
(See Figure 1)



CORRECT

Return to paragraph [3.B.2](#)

Figure 3: Bonding the PTFE skived film on the outside of the helicopter



Return to paragraph [3.B.2](#)

Figure 4