Airworthiness Directive

AD No.: 2018-0006

Issued: 10 January 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: 24 January 2018

TCDS Number(s): EASA.R.510

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2017-0256 dated 22 December 2017.

ATA 25 – Equipment & Furnishings – Emergency Flotation System – Inspection

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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, if equipped with an Aero Sekur Emergency Flotation System (EFS) float assembly, having a Part Number (P/N) and serial number (s/n) as indicated in Appendix 1 of this AD, except if Aero Sekur SB-189-25-004 has been applied (SB number marked on part identification label and part logcard) on that float assembly.

Reason:

Corrosion was detected in service on the banjo fitting P/N 311793A installed on the inlet check valves of the EFS float assemblies.

This condition, if not detected and corrected, could lead to reduced inflation functionality of the EFS of the helicopter, possibly affecting the helicopter buoyancy capability in a ditching event.

To address this potential unsafe condition, Leonardo issued Alert Service Bulletin (ASB) 189-174, providing maintenance instructions for affected EFS float assemblies. Consequently, EASA issued AD 2017-0256 to require a one-time visual inspection of all banjo fittings of each affected EFS float assembly, replacement in case of findings, and application of corrosion inhibiting compounds.

After that AD was published, Leonardo issued ASB 189-174 revision (Rev.) A to consider previous accomplishment of certain maintenance tasks from the component maintenance manual (CMM) and helicopter maintenance manual (MM) that are relevant for compliance time determination.

For the reason described above, this AD retains the requirements of EASA AD 2017-0256, which is superseded, and requires the banjo fitting inspection within the amended compliance time, depending on EFS condition.

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

Required as indicated, unless accomplished previously:

Note 1: An EFS float assembly, as listed in Appendix 1 of this AD, on which Aero Sekur SB-189-25-004 has not been applied, is hereafter referred to in this AD as “affected EFS float assembly”.

Inspection:

(1) Within the compliance time as specified in Table 1 of this AD, visually inspect all banjo fittings P/N 311793A of each affected EFS float assembly in accordance with the instructions of Leonardo ASB 189-174 Rev. A.

Table 1 – Banjo Fitting Inspection

EFS Condition	Compliance Time
Modified in accordance with Leonardo SB 189-135 or Aero Sekur SB-189-25-003 (EASA AD 2016-0263-E), or flotation bag inspected in accordance with helicopter MM data module 89-A-95-61-00-02A-31AA-B and Aero Sekur CMM 25-61-15	Within 12 months after that modification or inspection, as applicable, or within 6 months after 29 December 2017 [the effective date of EASA AD 2017-0256], whichever occurs first
Not modified in accordance with Leonardo SB 189-135 or Aero Sekur SB-189-25-003 (EASA AD 2016-0263-E) and flotation bag not inspected in accordance with helicopter MM data module 89-A-95-61-00-02A-31AA-B and Aero Sekur CMM 25-61-15	Within 6 months after 29 December 2017 [the effective date of EASA AD 2017-0256]

Corrective action(s):

(2) If, during the inspection as required by paragraph (1) of this AD, any corrosion is found on any banjo fitting of an affected EFS float assembly, before next flight, replace that banjo fitting with a serviceable part in accordance with the instructions of Leonardo ASB 189-174 Rev. A.

(3) Concurrently with the inspection as required by paragraph (1) of this AD, or with accomplishment of the corrective action(s) as required by paragraph (2) of this AD, as applicable, apply corrosion inhibiting compounds to all banjo fittings of each affected EFS float assembly in accordance with the instructions of Leonardo ASB 189-174 Rev. A.

Parts installation:

(4) From the effective date of this AD, installation on a helicopter of an affected EFS float assembly (see Note 1 of this AD) is allowed, provided that, prior to installation, all banjo fittings have passed an inspection (no corrosion found), or corrective action(s), depending on findings, have been accomplished, as applicable, and corrosion inhibiting compounds have been applied, in accordance with the instructions of Leonardo ASB 189-174 Rev. A, or Aero Sekur SB-189-25-004.

Credit:

(5) Inspections and corrective actions, accomplished on a helicopter before the effective date of this AD in accordance with the instructions of Leonardo ASB 189-174 at original issue, are acceptable to comply with the requirements of paragraphs (1), (2) and (3) of this AD for that helicopter.

Ref. Publications:

Leonardo S.p.A. Helicopters ASB 189-174 original issue, dated 22 December 2017, and Rev. A dated 05 January 2018.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Aero Sekur SB-189-25-004 original issue, dated 22 November 2017.

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.

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.

Appendix 1 – Affected EFS Float assembly – Location, P/N and s/n

Location	**Leonardo P/N** (Aero Sekur P/N)	**s/n**
Float assembly LH FWD	8G9560V00131 (310633A)	up to s/n 075 inclusive, except s/n 073 and 074
Float assembly RH FWD	8G9560V00231 (310634A)	up to s/n 073 inclusive
Float assembly LH aft	8G9560V00331 (310635A)	up to s/n 073 inclusive
Float assembly RH aft	8G9560V00431 (310636A)	up to s/n 075 inclusive