



Airworthiness Directive

AD No.: 2018-0156

Issued: 24 July 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):

A119 and AW119MKII helicopters

Effective Date: 07 August 2018

TCDS Number(s): EASA.R.005

Foreign AD: Not applicable

Supersedure: None

ATA 65 – Tail Rotor Drive – Gearbox Output Shaft – Inspection

Manufacturer(s):

Leonardo S.p.A. Helicopters, formerly Finmeccanica S.p.A., AgustaWestland S.p.A., Agusta S.p.A.; and AgustaWestland Philadelphia Corporation, formerly Agusta Aerospace Corporation.

Applicability:

A119 and AW119MKII helicopters, all serial numbers (s/n).

Definitions:

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

The SB: Leonardo Service Bulletin (SB) 119-090.

Affected part: 90° tail rotor gearboxes (TGB), having Part Number (P/N) 109-0440-06-101, or P/N 109-0440-06-105, and a s/n as listed in Table 1 of this AD.

Serviceable part: Any 90° TGB which is not an affected part; or an affected part which, during the last 100 flight hours (FH) or 6 months, whichever occurred first before installation, passed an inspection (no corrosion found) in accordance with the instructions of Section 3 of the SB; or an affected part that, before next flight after installation, passed an inspection (no corrosion found) in accordance with the instructions of Section 3 of the SB.



Groups: Group 1 helicopters are those that have an affected part installed. Group 2 helicopters are those that do not have an affected part installed.

Table 1 - Affected Parts – s/n

167	169	170	171	172
215	216	217	218	219
220	221	222	223	224
225	227	230	232	233
AW268	K3	K16	M47	L29

Reason:

Two occurrences were reported of corrosion on the internal surface of the 90° TGB shaft of A119 helicopters. Further analysis identified a specific batch of parts that may be susceptible to similar occurrences.

This condition, if not detected and corrected, could lead to failure of the tail rotor, possibly resulting in reduced control of the helicopter.

Prompted by this occurrence, and pending further information from the technical investigation, Leonardo issued the SB, providing inspection instructions.

For the reason stated above, this AD requires repetitive inspections of affected parts and, depending on findings, their replacement.

This AD is considered an interim action and further AD action may follow.

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

Required as indicated, unless accomplished previously:

Repetitive Inspections:

- (1) For Group 1 helicopters: Within 25 FH or 3 months, whichever occurs first after the effective date of this AD, and, thereafter, at intervals not exceeding 100 FH or 6 months, whichever occurs first, inspect the affected part in accordance with the instructions of Section 3 of the SB.

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, corrosion is found, before next flight, replace the affected part with a serviceable part in accordance with the instructions of Section 3 of the SB.

Terminating Action:

- (3) None.



Part Installation:

- (4) For Group 1 and Group 2 helicopters: From the effective date of this AD, it is allowed to install an affected part on a helicopter, provided it is a serviceable part, as defined in this AD and that, following installation, it is inspected as required by this AD.

Ref. Publications:

Leonardo S.p.A. Helicopters SB 119-090 original issue dated 23 July 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. 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. 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, Customer Support & Services, Product Support Engineering DPT, E-mail: aw109.mbx.aw@leonardocompany.com.

