



## Airworthiness Directive

**AD No.:** 2017-0112

**Issued:** 26 June 2017

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):**

AW169 helicopters

**Effective Date:** 03 July 2017

**TCDS Number(s):** EASA.R.509

**Foreign AD:** Not applicable

**Supersedure:** None

**ATA – Rotorcraft Flight Manual / Limitations Section – Amendment**

**Manufacturer(s):**

Leonardo S.p.A. (formerly Finmeccanica Helicopter Division, AgustaWestland)

**Applicability:**

AW169 helicopters, all serial numbers.

**Reason:**

Several occurrences were reported of spurious but simultaneous in-flight disconnection of Automatic Flight Control System (AFCS) channels 1 and 2. Investigation revealed that this concurrent deactivation of both AFCS channels results from the activation of specific AFCS modes combined with the unavailability of Hybrid Ground Speed data at take-off.

This condition, if not corrected, could lead to temporary loss of control of the helicopter, possibly resulting in damage to the helicopter and/or injury to occupants.

Pending an AFCS Software upgrade which will prevent the spurious simultaneous disconnection of AFCS channels 1 and 2, it was decided to address this unsafe condition by prohibiting the coupling of APP/NAV AFCS modes with VOR/ILS/LOC navigation source when Hybrid Ground Speed data is not available.

For the reason described above, this AD requires amendment of the AW169 Rotorcraft Flight Manual (RFM) to incorporate limitations on APP/NAV AFCS modes.



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

Required as indicated, unless accomplished previously:

**RFM Amendment:**

- (1) Within 15 flight hours after the effective date of this AD, amend the Limitations Section of the RFM by inserting a copy of Appendix 1 of this AD (or its text), inform all flight crews and, thereafter, operate the helicopter accordingly.
- (2) Amending the limitations section of the RFM of a helicopter to incorporate a later RFM revision which includes the procedures detailed in Appendix 1 of this AD is acceptable to comply with the RFM amendment requirement of paragraph (1) of this AD.

**Ref. Publications:**

None.

**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](mailto: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, Customer Support & Services, Product Support Engineering & Licenses DPT, Via Giovanni Agusta 520, 21017 Cascina Costa di Samarate (VA) – Italy, Tel.: +39 0331 255036, Fax: +39 0331 225988, E-mail: [PSE\\_AW169.MBX.AW@leonardocompany.com](mailto:PSE_AW169.MBX.AW@leonardocompany.com).



## Appendix 1: RFM Amendment

## AFCS MODE LIMITATIONS

If "F" symbol is displayed next to groundspeed readout (GS) at the bottom of the IAS tape on PFD, APP/NAV AFCS modes must not be used when the navigation source is VOR/ILS/LOC. Therefore VOR navigation and VOR/ILS/LOC approaches must not be coupled to AFCS but are allowed if manually flown by the pilot.

### NOTE

The "F" symbol displayed next to groundspeed readout (GS) is due to:

- ADAHRS/GPS degradation

or

- "DG" mode selection

In both cases the groundspeed (GS) data source is FMS instead of GPS.

### CAUTION

**THIS PAGE MUST NOT BE REMOVED FROM THE FLIGHT MANUAL (RFM) UNTIL AN ALTERNATIVE RFM REVISION IS APPROVED AND INCORPORATED IN THE FLIGHT MANUAL**

