



## Airworthiness Directive

**AD No.:** 2018-0028

**Issued:** 30 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):**

AB206 helicopters

**Effective Date:** 13 February 2018

**TCDS Number(s):** EASA.R.140

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2016-0117 dated 17 June 2016.

### ATA 63 – Main Rotor Drive – Freewheel Lubrication System – Modification / Inspection / Cleaning

**Manufacturer(s):**

Agusta S.p.A. (formerly Costruzioni Aeronautiche G. Agusta S.p.A.)

**Applicability:**

AB206A and AB206B helicopters, all serial numbers.

**Reason:**

Occurrences were reported of blockage of the restrictor installed in the oil supply line of the freewheel assembly on Bell Helicopter Textron Canada (BHTC) 206 helicopters. Presence of debris in the restrictor orifice could affect the freewheel lubrication. To address this issue, Transport Canada, the primary certification authority for the BHTC 206 helicopter, issued AD CF-2016-13, which was adopted by EASA.

An occurrence of finding debris in the restrictor was also reported on an AB206 helicopter, having a freewheel installation design very similar to that on the BHTC 206 helicopters.

This condition, if not detected and corrected, could lead to internal damage of the freewheel assembly, possibly resulting in reduced control of the helicopter.



To address this potential unsafe condition, Agusta Westland (AW) issued Bollettino Tecnico (BT) 206-251, later revised as Finmeccanica Helicopter Division (FHD) BT 206-251 Revision (Rev.) A, providing instructions to prevent these occurrences, and EASA issued AD 2016-0117 requiring repetitive inspections and cleaning of the freewheel assembly oil supply line and, for helicopters which have not been equipped with a filter during production or in service, a modification of the freewheel oil supply system, replacing the reducer with the filter.

Since EASA AD 2016-0117 was issued, it was determined that inspections of the freewheel oil supply line are only required following disconnection of certain components, and Leonardo revised BT 206-251, now at Rev. B.

For the reason described above, this AD partially retains the requirements of EASA AD 2016-0117, which is superseded, and requires non periodic inspections of the freewheel oil supply line.

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

Required as indicated, unless accomplished previously:

#### **Modification:**

- (1) For helicopters having a serial number (s/n) up to s/n 8570 inclusive and not embodying Costruzioni Aeronautiche Giovanni Agusta BT 206-151: Within 100 flight hours (FH) or 6 months, whichever occurs first after 01 July 2016 [the effective date of EASA AD 2016-0117], modify the freewheel oil supply system in accordance with the instructions of Part II of BT 206-251 Rev. A.

#### **Inspection(s) / Cleaning:**

- (2) Within 100 FH or 6 months, whichever occurs first after 01 July 2016 [the effective date of EASA AD 2016-0117], inspect and clean the freewheel oil supply line in accordance with the instructions of Part I of BT 206-251 Rev. A.
- (3) From the effective date of this AD, during each maintenance visit where the freewheel oil supply line (as identified in Leonardo BT 206-251 Rev. B) is opened, inspect the freewheel oil supply line in accordance with the instructions of Part III of Leonardo BT 206-251 Rev. B.

#### **Corrective Action(s):**

- (4) If, during any inspection as required by paragraph (2) or (3) of this AD, as applicable, any discrepancy is detected, as identified in the BT, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of Leonardo BT 206-251 Rev. B.

#### **Credit:**

- (5) Corrective actions, accomplished on a helicopter before the effective date of this AD in accordance with the instructions of BT 206-251 Rev. A, are acceptable to comply with the initial requirement of paragraph (4) of this AD for that helicopter.

#### **Terminating Action:**

- (6) None



**Ref. Publications:**

Costruzioni Aeronautiche Giovanni Agusta BT 206-151 original issue, dated 18 August 1982.

FHD BT 206-251 Rev. A dated 11 May 2016, or Leonardo BT 206-251 Rev. B dated 12 January 2018.

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 12 January 2018 as PAD 18-003 for consultation until 26 January 2018. 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](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., Customer Support & Services, Product Support Engineering DPT, via Giovanni Agusta 520, 21017 Cascina Costa di Samarate (VA) – Italy, Telephone: +39 0331 711439, Fax: +39 0331 225988, E-mail: [absereng.AW@leonardocompany.com](mailto:absereng.AW@leonardocompany.com).

