



## Airworthiness Directive

**AD No.:** 2018-0279

**Issued:** 14 December 2018

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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 (EU) 2018/1139, Article 71 exemption].

### Design Approval Holder's Name:

LEONARDO S.p.A.

### Type/Model designation(s):

AW189 helicopters

**Effective Date:** 28 December 2018

**TCDS Number(s):** EASA.R.510

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 95 – Emergency Flotation System Inflation Hose – Inspection

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### Manufacturer(s):

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

### Applicability:

AW189 helicopters, all serial numbers (s/n).

### Definitions:

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

**Affected EFS assembly:** Emergency Flotation System (EFS) left-hand (LH) aft assemblies, having Part Number (P/N) 8G9560V00331, and s/n 2 to 89 inclusive, and EFS right-hand (RH) aft assembly, having P/N 8G9560V00431, and having s/n 2 to 88 inclusive, except those which have the number of the SB on their log card.

**The SB:** Leonardo Service Bulletin (SB) 189-212.

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



**Reason:**

An occurrence was reported where, during a planned maintenance inspection, a discrepancy was found related to the connection of the inflation hoses to the helicopter tee manifolds. In particular, on the RH aft EFS assembly, the yellow sleeve was installed on the straight-to-straight hose instead of on the straight-to-45° hose. Consequently, the two hoses were wrongly connected to the tee manifolds of the inflation line.

This condition, if not detected and corrected, could result in a partial inflation of the flotation bags in a ditching event, possibly preventing a timely egress from the helicopter and consequent injury to helicopter occupants.

To address this unsafe condition, Leonardo issued the SB providing appropriate instructions.

For the reason described above, this AD requires a one-time inspection of each affected EFS assembly for correct installation of the yellow sleeves and proper connection of the inflation hoses to the float assembly and the bottle assembly and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

**Inspection(s):**

- (1) For Group 1 helicopters: Within 30 flight hours or during the next scheduled EFS kit annual inspection, whichever occurs first after the effective date of this AD, accomplish a visual inspection of each affected EFS assembly in accordance with the instruction of the SB.

**Corrective Action(s):**

- (2) If, during the inspection as required by paragraph (1) of this AD, an incorrect installation of the yellow sleeve or incorrect connection of the inflation hoses is found, before next flight, accomplish the applicable corrective action(s) in accordance with the instruction of the SB.

**Part Installation:**

- (3) For Group 1 and Group 2 helicopters: From the effective date of this AD, do not install an affected EFS assembly on a helicopter.

**Ref. Publications:**

Leonardo S.p.A. Helicopters SB 189-212 original issue dated 11 December 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](mailto: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 & Licenses DPT, Via Giovanni Agusta 520, 21017 Cascina Costa di Samarate (VA) – Italy, Tel.: +39 0331 255036, Fax: +39 0331 225988, E-mail: [PSE\\_AW189.MBX.AW@leonardocompany.com](mailto:PSE_AW189.MBX.AW@leonardocompany.com).

