



Airworthiness Directive

AD No.: 2019-0023

Issued: 01 February 2019

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):

AW169 and AW189 helicopters

Effective Date: 05 February 2019

TCDS Number(s): EASA.R.509, EASA.R.510

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2018-0261-E dated 30 November 2018, including its Correction dated 03 December 2018.

ATA 64 – Tail Rotor – Tail Rotor Servo Actuator – Inspection

Manufacturer(s):

Leonardo S.p.A. Helicopters, formerly Finmeccanica S.p.A., AgustaWestland S.p.A.

Applicability:

AW169 helicopters, all serial numbers (s/n); and
AW189 helicopters, all s/n.

Definitions:

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

The applicable ASB: Leonardo Emergency Alert Service Bulletin (ASB) 169-135 and ASB 189-224, as applicable.

Groups:

Group 1 helicopters are those that have been inspected in accordance with the instructions of Leonardo ASB 169-126 or ASB 189-217, as applicable.

Group 2 helicopters are those that have not been inspected in accordance with the instructions of Leonardo ASB 169-126 or ASB 189-217, as applicable.



Reason:

An accident occurred on an AW169 helicopter, the root cause of which is still under investigation. While the helicopter was on a take-off phase at low forward speed, a loss of yaw control has been observed. As a precautionary measure, Leonardo issued ASB 169-120 for AW169 helicopters to provide inspection instructions to check correct installation of the tail rotor (TR) servo-actuator and, subsequently, ASB 189-213 with the same instructions for AW189 helicopters, since these have a TR flight control system of similar design to AW169 helicopters.

The incorrect installation of the TR servo-actuator, if not detected and corrected, depending on the flight condition, could possibly result in loss of control of the helicopter.

EASA issued Emergency AD 2018-0241-E to require a one-time visual inspection of the TR servo-actuator installation and, depending on findings, accomplishment of applicable corrective action(s), as well as reporting of inspection results to Leonardo.

After that AD was issued, building on further information, EASA issued Emergency AD 2018-0250-E, retaining the requirements of EASA AD 2018-0241-E, which was superseded, and requiring a precautionary one-time inspection of the TR duplex bearing and, depending on findings, accomplishment of applicable corrective action(s).

After that AD was issued, Leonardo published ASB 169-125 and ASB 189-214, as applicable, providing further instructions to inspect the TR duplex bearing. Consequently, EASA issued Emergency AD 2018-0252-E, which partially retained the requirements of AD 2018-0250-E, which was superseded, to require a one-time inspection and breakaway torque check of the TR duplex bearing, inspection and reinstallation of the TR servo-actuator castellated nut and, depending on findings, accomplishment of applicable corrective action(s). That AD also defined conditions for installation of TR servo-actuators.

Since EASA AD 2018-0252-E was published, it was determined that certain repetitive inspections were necessary for continued monitoring of the fleet while complementary analyses were ongoing and Leonardo published ASB 169-126 and ASB 189-217 accordingly, providing instructions and EASA issued Emergency AD 2018-0261-E to require accomplishment of these actions.

Since EASA AD 2018-0261-E was published, TR duplex bearing testing performed by Leonardo showed that temperature is a reliable parameter to determine functional condition of the bearing. It was therefore decided to install and repetitively inspect a thermal strip as an additional means to monitor the condition of the TR duplex bearing, combined with a revision of the current inspection regime. Leonardo published the applicable ASB that provides the necessary instructions.

For the reasons described above, this AD partially retains the requirement of EASA AD 2018-0261-E, which is superseded, and requires installation of a thermal strip and monitoring of the TR duplex bearing condition.

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



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

Required as indicated, unless accomplished previously:

Repetitive Inspection:

- (1) Within the compliance times specified in Table 1 of this AD, and, thereafter, at intervals not exceeding the value as specified in Table 1 of this AD, as applicable, inspect the slippage marking of the castellated nut installed on the back-end of the TR servo actuator in accordance with the instructions of Part I, and inspect the roughness and breakaway force of the TR duplex bearing in accordance with the instructions of Part II, of the applicable ASB.

Table 1 – Inspection Thresholds and Intervals

Part of applicable ASB	Helicopter Group, as defined in this AD	Initial Inspection	Interval (not to exceed)
Part I	Group 1	10 flight hours (FH) after last accomplishment of Part I of Leonardo ASB 169-126 or ASB 189-217	10 FH
	Group 2	Within 10 FH after 03 December 2018 [the effective date of EASA AD 2018-0261-E]	
Part II	Group 1	30 FH after last accomplishment of Part II of Leonardo ASB 169-126 or ASB 189-217	50 FH
	Group 2	Within 10 FH after 03 December 2018 [the effective date of EASA AD 2018-0261-E]	

Repetitive Thermal Strip installation:

- (2) Concurrent to the initial inspection of the roughness and breakaway force of the TR duplex bearing (Part II of the applicable ASB) as required by paragraph (1) of this AD and, thereafter, at intervals not to exceed 20 FH, install a thermal strip on the spacer next to the TR duplex bearing in accordance with the instructions of Part III of the applicable ASB.

Repetitive Thermal Strip Check:

- (3) Within 10 FH after installing the thermal strip as required by paragraph (2) of this AD and, thereafter, at intervals not to exceed 10 FH, check the condition of the thermal strip and the indicated temperature in accordance with the instructions of Part IV of the applicable ASB.

Corrective Action(s):

- (4) If, during any inspection in accordance with the instructions of Part I of the applicable ASB, as required by paragraph (1) of this AD, any evidence of rotation is found, before next flight, contact Leonardo for approved instructions and accomplish those instructions accordingly.
- (5) If, during any thermal strip check as required by paragraph (3) of this AD, the thermal strip is detached, partially detached or unreadable, before next flight, inspect the roughness and breakaway force of the TR duplex bearing in accordance with the instructions of Part II of the applicable ASB.



- (6) If, during any thermal strip check as required by paragraph (3) of this AD, the indicated temperature exceeds the value specified in Part IV of the applicable ASB, before next flight, contact Leonardo for approved instructions and accomplish those instructions accordingly.
- (7) If, during any inspection in accordance with the instructions of Part II of the applicable ASB, as required by paragraph (1) or (5) of this AD, any discrepancy is found, before next flight, contact Leonardo for approved instructions and accomplish those instructions accordingly.
- (8) If, during any inspection as required by paragraph (5) of this AD, no discrepancy of the TR duplex bearing is detected, before next flight, install a thermal strip on the spacer next to the TR duplex bearing in accordance with the instructions of Part III of the applicable ASB (see paragraph (3) of this AD for next thermal strip checks).

Reporting:

- (9) Within 2 days after each inspection or check as required by paragraph (1), (3) or (5) of this AD, submit a report to Leonardo. This can be done by using the instructions of the applicable ASB.

Part Removal and Send to Leonardo:

- (10) From the effective date of this AD, within 2 days after removal of a TR duplex bearing, if part of the corrective actions as required by paragraph (4), (6) or (7) of this AD, as applicable, send the TR duplex bearing and the collecting containers of the grease to Leonardo for in-shop inspection. This can be done by using the instructions of the applicable ASB.

Terminating Action:

- (11) None.

Ref. Publications:

Leonardo S.p.A. Emergency ASB 169-135 original issue dated 01 February 2019.

Leonardo S.p.A. Emergency ASB 189-224 original issue dated 01 February 2019.

Leonardo S.p.A. Emergency ASB 169-126 original issue dated 30 November 2018.

Leonardo S.p.A. Emergency ASB 189-217 original issue dated 30 November 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. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.



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,
E-mail: PSE_AW169.MBX.AW@leonardocompany.com, or
E-mail: PSE_AW189.MBX.AW@leonardocompany.com.

Superseded

