Airworthiness Directive

AD No.: 2026-0204

Issued: 29 October 2026

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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] 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: 12 November 2026

TCDS Number(s): EASA.R.510

Foreign AD: Not applicable

Supersedure: None

ATA 64 – Tail Rotor – Damper Bracket – Inspection

Manufacturer(s):

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

Applicability:

AW189 helicopters, all serial numbers.

Definitions:

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

The ASB: Leonardo S.p.A. Alert Service Bulletin (ASB) 189-435.

Affected part: Tail rotor (T/R) damper bracket Part Number (P/N) 8G6420A00831.

Serviceable part: T/R damper bracket which is eligible for installation on a helicopter in accordance with Leonardo S.p.A instruction that is not an affected part; or an affected part which accumulated less than 12 months and less than 150 flight hours (FH) since first flight; or an affected part which accumulated less than 6 months and less than 150 FH after having passed the inspection (no findings detected) in accordance with the instructions of the ASB.

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Groups:
Group 1 helicopters are those that have an affected part installed which (the part), on the effective date of this AD, accumulated 12 months or more since first flight.
Group 2 helicopters are those that have an affected part installed which (the part), on the effective date of this AD, accumulated less than 12 months since first flight.

Reason:

Cracks on lugs of an affected part were reported. Subsequent review confirmed that the lug cracking may lead to loss of positive support of the lead lag damper.

This condition, if not detected and corrected, could lead to loss of structural integrity of the affected part resulting in loss of support function of the damper, T/R unbalance, vibration or damage to adjacent tail components and reduced control of the helicopter.

To address this potential unsafe condition, Leonardo S.p.A. issued the ASB providing inspection and replacement instructions as a preliminary preventing action.

For the reasons described above, this AD requires repetitive inspections of the affected part and, depending on finding, replacement or contacting Leonardo S.p.A. This AD also requires reporting to support the follow-on investigation.

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

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Inspection(s):
(1) For Group 1 and Group 2 helicopters: Within the compliance time and thereafter at intervals not to exceed the inspection interval as defined in Table 1 of this AD, as applicable, to helicopter Group, inspect each affected part to detect cracks or corrosion in accordance with the instructions of the ASB.

Table 1 – Inspection of the affected part

Groups	Compliance Time	Inspection Interval (whichever occurs first)
1	Within 150 FH or 3 months, whichever occurs first after the effective date of this AD	150 FH or 6 months
2	Within 150 FH or 3 months, whichever occurs first after the affected part has accumulated 12 months since first flight	

Corrective Action(s):
(2) If, during any inspection as required by paragraph (1) of this AD, any crack is detected, before next flight replace the affected part with a serviceable part in accordance with the instructions of the ASB.

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(3) If during any inspection, as required by paragraph (1) of this AD, no crack but only corrosion is detected, before next flight, contact Leonardo S.p.A. for approved corrective action instructions and, within the compliance time stated therein, accomplish those instructions accordingly. Using the Inspection Report Form attached to the ASB is an acceptable method to comply with the requirement to contact Leonardo S.p.A.

Terminating Action:

(4) None.

Part(s) Installation:

(5) For Group 1 and Group 2 helicopters: From the effective date of this AD, it is allowed to install a T/R damper bracket on a helicopter, provided that the part is a serviceable part, as defined in this AD, and, after installation, it is inspected and, depending on findings, corrected, as required by this AD (see Notes 1 and 2 of this AD).

Note 1: Removing an affected part from a helicopter and, during the same maintenance visit, re-installing that part on the same location of the same helicopter, is not considered “install” as specified in paragraph (5) of this AD.

Note 2: The first inspection after installation of an affected part must be accomplished before exceeding, by that affected part, 12 months or 150 FH accumulated by that affected part, whichever occurs first since first flight, or since last inspection of that affected part accomplished in accordance with the instructions of the ASB, as applicable.

Reporting:

(6) If, during any inspection as required by paragraph (1) of this AD, any crack is detected, within 30 days after that inspection, report the inspection result to Leonardo S.p.A. Using the Inspection Report Form attached to the ASB is an acceptable method to comply with the requirement to report to Leonardo S.p.A.

Ref. Publications:

Leonardo S.p.A. ASB 189-435 original issue dated 08 September 2026.

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. This AD was posted on 24 September 2026 as PAD 26-115 for consultation until 22 October 2026. 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.

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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. This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

5. For any question concerning the technical content of the requirements in this AD, please contact: Leonardo S.p.A. Helicopters, E-mail: engineering.support.lhd@leonardocompany.com.

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