



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 21-111

Issued: 11 August 2021

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

LEONARDO S.p.A

Type/Model designation(s):

AW189 helicopters

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.R.510

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2018-0087 dated 18 April 2018.

ATA 05 – Time Limits / Maintenance Checks – Airworthiness Limitations Section – Amendment

Manufacturer(s):

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

Applicability:

Leonardo AW189 helicopters, all serial numbers.

Definitions:

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

The applicable ALS: Leonardo AW189 Document 89-A-AMPI-00-P (Air vehicle Maintenance Programme Information) Chapter 4, Airworthiness Limitations Section (ALS), Issue 22 for helicopters equipped with General Electric (GE) CT7-2E1 engines; and Document 89-E-AMPI-00-P Chapter 4, ALS, Issue 4 for helicopters equipped with SAFRAN ANETO-1K engines, as applicable.

The AMP: The approved Aircraft Maintenance Programme (AMP) on the basis of which the operator or the owner ensures the continuing airworthiness of each operated helicopter. For



AW189 helicopters operated under EU regulation, compliance with the approved AMP is required by Commission Regulation (EU) [1321/2014](#), Part M.A.301, paragraph (c).

New and/or more restrictive tasks and limitations: This includes all tasks that are new and all tasks for which a threshold or interval was reduced, which were introduced into the applicable ALS (as defined in this AD) since the previous ALS Revision that is currently incorporated in the AMP.

Reason:

The airworthiness limitations and certification maintenance instructions for the AW189 helicopters, which are approved by EASA, are currently defined and published in the AW189 helicopters ALS document(s). These instructions have been identified as mandatory for continued airworthiness.

Failure to accomplish these instructions could result in an unsafe condition.

Previously, EASA issued AD 2018-0087 to require implementation of the tasks and limitations as specified in Leonardo document 89-A-AMPI-00-P, Chapter 4, ALS, Issue 13.

Since that AD was issued, Leonardo issued document 89-A-AMPI-00-P Chapter 4 Issue 22 for helicopters equipped with GE CT7-2E1 engines, introducing new and/or more restrictive airworthiness limitations and maintenance tasks, compared to Issue 13. Leonardo also issued document 89-E-AMPI-00-P Chapter 4 Issue 4 for helicopters equipped with SAFRAN ANETO-1K engines, where Issue 4 is the first revision mandated.

For the reason described above, this AD retains the requirements of EASA AD 2018-0087, which is superseded, and requires accomplishment of the actions specified in the applicable ALS.

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

Required as indicated, unless accomplished previously:

Maintenance Tasks and Replacement of Life Limited Parts:

(1) From the effective date of this AD, accomplish the following actions, as specified in the applicable ALS, as applicable to helicopter model and depending on helicopter configuration:

(1.1) Replace each component before exceeding the applicable life limit, and

(1.2) Within the thresholds and intervals, accomplish all applicable maintenance tasks.

Corrective Action(s):

(2) In case of finding discrepancies (as defined in the applicable ALS) during accomplishment of any task as required by paragraph (1) of this AD, within the compliance time specified in the applicable ALS, accomplish the applicable corrective action(s) in accordance with the applicable maintenance documentation. If no compliance time is identified in the applicable ALS, accomplish the applicable corrective action(s) before next flight. If a detected discrepancy is not identified in the applicable ALS, before next flight, contact Leonardo for approved instructions and accomplish those instructions accordingly.



AMP Revision:

- (3) Within 12 months after the effective date of this AD, revise the approved AMP by incorporating the limitations, tasks and associated thresholds and intervals described in the applicable ALS, as applicable to helicopter model and depending on helicopter configuration.

Credit:

- (4) If, before the effective date of this AD, the AMP has been revised to incorporate the maintenance tasks and life limitations as specified in a previous issue of the applicable ALS, that action ensures the continued accomplishment of those tasks and limitations.

Consequently, for an helicopter to which that AMP applies, it is acceptable to accomplish the new and/or more restrictive tasks and limitations as specified in the applicable ALS, as applicable to helicopter model and depending on helicopter configuration, within the compliance times as specified in the ALS to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the new and/or more restrictive tasks and limitations as specified in the applicable ALS, as applicable to helicopter model and depending on helicopter configuration, into the AMP to comply with paragraph (3) of this AD.

Recording AD Compliance:

- (5) When the AMP of an helicopter has been revised as required by paragraph (3) or (4) of this AD, as applicable, that action ensures continued accomplishment of the tasks as required by paragraphs (1) and (2) of this AD for that helicopter. Consequently, after revising the AMP, as required by paragraph (3) or (4) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

Ref. Publications:

Leonardo AW189 document 89-A-AMPI-00-04-P Chapter 4 Issue 22, Issue A dated 03 March 2021.

Leonardo AW189 document 89-E-AMPI-00-04-P Chapter 4 Issue 4, Issue A dated 03 March 2021.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 25 August 2021.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, 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 PAD applies, if the same unsafe condition can exist or may develop on an helicopter with those components installed. Such components may



be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

4. For any question concerning the technical content of the requirements in this PAD, please contact: Leonardo S.p.A. Helicopters, E-mail: PSE_AW189.MBX@leonardocompany.com

