



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 23-121

Issued: 26 October 2023

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):

A119 and AW119MKII helicopters

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

TCDS Number(s): EASA.R.005

Foreign AD: Not applicable

Supersedure: None

ATA 24 – Electrical Power – Battery – Modification

Manufacturer(s):

Leonardo S.p.A. Helicopters, formerly Finmeccanica S.p.A., AgustaWestland S.p.A., Agusta S.p.A.; and AgustaWestland Philadelphia Corporation, formerly Agusta Aerospace Corporation

Applicability:

A119 and AW119MKII helicopters, all serial numbers (s/n).

Definitions:

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

The ASB: Leonardo Alert Service Bulletin (ASB) 119-130.

Groups: Group 1 are helicopters having an s/n up to 14900 inclusive.

Group 2 are helicopters having s/n 14901 or higher.

Reason:

An occurrence was reported of an electrical failure of the starter-generator, caused by the rupture of the drive shaft. This failure was not detected by the generator control unit, resulting in a partial loss of battery power.



This condition, if not detected, could lead to a complete loss of electrical power, possibly resulting in loss of control of the helicopter.

To address this potential unsafe condition, Leonardo designed the battery discharge detection system, which allows detection of any battery discharge condition and alerts the crew, and issued the ASB, as defined in this AD, to provide instructions for retrofit installation. The emergency procedure section of the Rotorcraft Flight Manual (RFM) has been updated accordingly.

For the reason described above, this AD requires installation of a battery discharge detector and amendment of the RFM.

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

Required as indicated, unless accomplished previously:

Modification:

- (1) For Group 1 helicopters: Within 12 months after the effective date of this AD, install a battery discharge detector in accordance with the instructions of Part I, Part II or Part III, as applicable, of Section 3 of the ASB.

RFM Amendment:

- (2) Within the compliance time as identified in paragraph (2.1) or (2.2) of this AD, as applicable, amend the RFM by incorporating the RFM revision, as identified in Table 1 of this AD, as applicable, inform all flight crew, and thereafter, operate the helicopter accordingly.

(2.1) For Group 1 helicopters: Before next flight after the modification of the helicopter as required by paragraph (1) of this AD.

(2.2) For Group 2 helicopters: Within 12 months after the effective date of this AD.

Table 1 – RFM Revision

Helicopter model and s/n	RFM Revision
A119 helicopters having an s/n from 14003 to 14030 inclusive	A119-RFM-A Issue 1 Revision 26
A119/AW119MKII helicopters having an s/n from 14031 to 14900 inclusive	As applicable: A119 IDS RFM - Document N. 109G0040A006 Issue 1 Revision 17 AW119 MKII RFM - Document N. 109G0040A017 Issue 1 Revision 19
AW119MKII helicopters having s/n 14901 or higher	AW119 MKII G1000H/NXI RFM - Document N. 109G0040A033 Issue 1 Revision 18

- (3) Amending the applicable RFM of a helicopter by incorporating an RFM revision which includes the same content as the RFM revision, as identified in Table 1 of this AD, as applicable, is acceptable to comply with the requirements of paragraph (2) of this AD for that helicopter.



Ref. Publications:

Leonardo S.p.A. Helicopters ASB 119-130 original issue dated 05 October 2023.

Leonardo S.p.A. Helicopters A119 RFM - A119-RFM-A Issue 1 Revision 26.

Leonardo S.p.A. Helicopters A119 IDS RFM - Document N. 109G0040A006 Issue 1 Revision 17.

Leonardo S.p.A. Helicopters AW119 MKII RFM - Document N. 109G0040A017 Issue 1 Revision 19.

Leonardo S.p.A. Helicopters 109G0040A033 Issue 1 Revision 18.

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 23 November 2023.
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 aircraft 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: engineering.support.lhd@leonardocompany.com.

