



## Airworthiness Directive

**AD No.:** 2019-0019

**Issued:** 30 January 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:** 13 February 2019

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

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 64 – Tail Rotor – Actuator Input Lever – Inspection

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### 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:

**Affected part:** Tail rotor actuators (TRA), having Part Number 6F6730V00331 and an s/n up to 489 inclusive, except those marked with UTC Aerospace Systems Service Bulletin (SB) 67-0007.

**Serviceable part:** A TRA that is not an affected part.

**The applicable ASB:** Leonardo Alert Service Bulletin (ASB) 169-129 and ASB 189-220, as applicable.

### Reason:

Reports of non-conformities of TRA back-end input lever were received, indicating incorrect orientation of the lever with its trunnion locking pin. A batch of TRA was identified that may be similarly affected.



This condition, if not detected and corrected, could lead to de-bonding and slippage of one of the two redundant lever bearings and therefore could possibly affect the functionality of the tail rotor actuator.

To address this potential unsafe condition, Leonardo published the applicable ASB, which refer to UTC Aerospace SB 67-0007, providing instructions to accomplish certain conformity checks of the TRA input lever for correct installation.

For the reasons described above, this AD requires a one-time set of conformity checks of the TRA input lever and, depending on findings, accomplishment of applicable corrective action(s). This AD also prohibits installation of affected parts.

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

Required as indicated, unless accomplished previously:

#### **Conformity Check:**

- (1) Within 30 flight hours (FH) or 30 days, whichever occurs first after the effective date of this AD, accomplish all the checks of the affected part in accordance with Part I of the instructions of the applicable ASB.

#### **Corrective Action(s):**

- (2) If, during any check as required by paragraph (1) of this AD, the TRA input lever does not pass the conformity check, within the compliance times specified in, and depending on the Case as defined in, the applicable ASB, replace the affected part with a serviceable part in accordance with Part II of the instructions of the applicable ASB.

#### **Part Installation:**

- (3) From the effective date of this AD, do not install an affected part on any helicopter.

#### **Ref. Publications:**

Leonardo S.p.A. ASB 169-129 original issue dated 30 January 2019.

Leonardo S.p.A. ASB 189-220 original issue dated 30 January 2019.

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. 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,  
E-mail: [PSE AW169.MBX.AW@leonardocompany.com](mailto:PSE_AW169.MBX.AW@leonardocompany.com), or  
E-mail: [PSE AW189.MBX.AW@leonardocompany.com](mailto:PSE_AW189.MBX.AW@leonardocompany.com).

