European Union Aviation Safety Agency

Airworthiness Directive

AD No.: 2025-0199

Issued: 16 September 2025

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):

A119 and AW119MKII helicopters

Effective Date: 30 September 2025

TCDS Number(s): EASA.R.005

Foreign AD: Not applicable

Supersedure: None

ATA 71 – Power Plant – Pneumatic Line – Check / Inspection / Replacement

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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) 119-157 which incorporates Pratt & Whitney Canada Corp. (P&WC) Service Bulletin (SB) No. A39125R1 (Annex A of the ASB).

Affected engines: P&WC PT6B-37A engines having an s/n listed in Table 1 of Appendix of the P&WC SB No. A39125R1.

Affected FCU: Fuel control unit (FCU) installed on an affected engine since the time of delivery listed in Appendix of the P&WC SB No. A39125R1 (incorporated in Annex A of the ASB), except FCU which were overhauled or repaired before installation.

Affected pneumatic line: Rear pneumatic line (Py) installed on an affected engine since the time of delivery listed in Appendix of the P&WC SB No. A39125R1 (incorporated in Annex A of the ASB).

Serviceable pneumatic line: Rear pneumatic line (Py) eligible for installation on an engine, except those which were installed on an affected engine at the time of delivery listed in Appendix of the P&WC SB No. A39125R1 (incorporated in Annex A of the ASB).

Serviceable FCU: An FCU eligible for the installation on an engine; it can be either a new FCU (first installation) or an FCU which is not an affected part.

Groups: Group 1 helicopters are those that have an affected engine.
Group 2 helicopters are those that do not have an affected engine.

Reason:

Occurrences were reported of trapped residues in the affected pneumatic line caused by a non-optimal cleaning procedure during the engine shop visit.

This condition if not detected and corrected, could lead to uncommanded fuel flow changes resulting in accelerations, power rollbacks or instability, and consequent reduced control of the helicopter.

To address this potential unsafe condition, Leonardo issued the ASB providing repetitive inspections instructions. In addition, measures were implemented by P&WC to improve the cleaning process of the affected pneumatic line.

For the reasons described above, this AD requires repetitive acceleration checks and replacement of the affected pneumatic line.

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:

Acceleration Check:

(1) For Group 1 helicopters: Within 10 flight hours (FH) after the effective date of this AD and, thereafter, at interval not to exceed 50 FH accomplish acceleration checks of the engine in accordance with the instructions of the Part I of the ASB (referencing Part A of the P&WC SB No. A39125R1).

Corrective Action(s):

(2) If, during any check, as required by paragraph (1) or (4.2) of this AD, as applicable, the acceleration exceeds the maximum value defined by reference in the ASB, before next flight replace the affected pneumatic line with a serviceable pneumatic line and inspect the FCU Py input fitting in accordance with the instructions of the Part II of the ASB (referencing Part B of the P&WC SB No. A39125R1).

(3) If, during the inspection of the FCU Py input fitting, as required by paragraph (2) of this AD, any contamination is detected, as defined in the ASB, before next flight, replace the FCU and clean

the front Py line in accordance with the instructions of the Part II of the ASB (referencing Part B of the P&WC SB No. A39125R1).

(4) If, during the inspection of the FCU Py input fitting, as required by paragraph (2) of this AD, no contamination is detected, accomplish the actions as required by paragraphs (4.1) and (4.2) of this AD:

(4.1) Before next flight, adjust the engine acceleration in accordance with the instructions of the Part II of the ASB (referencing Part B of the P&WC SB No. A39125R1).

(4.2) Within 50 FH after the FCU Py input fitting inspection as required by paragraph (2) of this AD and, thereafter, at intervals not to exceed 50 FH and until accumulation of (200±10) FH after the FCU Py input fitting inspection as required by paragraph (2) of this AD or engine or FCU replacement, accomplish acceleration checks of the engine in accordance with the instructions of the Part II of the ASB (referencing Part B of the P&WC SB No. A39125R1).

Replacement:

(5) For Group 1 helicopters: Unless already accomplished as required by paragraph (2) of this AD, within 300 FH or 24 months, whichever occurs first after the effective date of this AD, replace the affected pneumatic line with a serviceable pneumatic line and accomplish all the follow-on maintenance actions in accordance with the instructions of the Part II ASB (referencing Part B of the P&WC SB No. A39125R1).

Terminating Action:

(6) Replacement of the affected pneumatic line on an engine and accomplishment of all the follow-on maintenance actions in accordance with the instructions of the Part II of the ASB (referencing Part B of the P&WC SB No. A39125R1) as required by paragraph (5) of this AD for a helicopter constitutes terminating action for repetitive acceleration checks as required by paragraph (1) of this AD for that helicopter.

(7) Accomplishment of the acceleration check of the engine as required by paragraph (4.2) of this AD for a helicopter, constitutes terminating action for the repetitive engine acceleration check as required by paragraph (1) of this AD for that helicopter.

(8) Replacement of the affected pneumatic line and of the FCU with a serviceable pneumatic line and a serviceable FCU on a helicopter, accomplished during a single maintenance visit, constitutes terminating action for the repetitive engine acceleration check as required by paragraph (1) of this AD for that helicopter. This can be accomplished in accordance with the instructions of the applicable Aircraft Maintenance Manual (AMM).

(9) Replacement of the affected engine with a non-affected engine on a helicopter constitutes terminating action for the repetitive engine acceleration check as required by paragraph (1) of this AD for that helicopter. This can be accomplished in accordance with the instructions of the applicable AMM.

Parts Installation:

(10) For Group 1 and Group 2 engines: From the effective date of this AD, it is allowed to install an affected engine or an affected FCU on a helicopter, provided that the helicopter is inspected and, depending on findings corrected, as required by this AD for that helicopter.

Ref. Publications:

Leonardo ASB 119-157 original issue 30 June 2025.

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. 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. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 14 October 2025. Only if any comment is received during the consultation period, a Comment Response Document will be published in the EASA Safety Publications Tool, in a compressed ('zipped') file, attached to the record for this AD.

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. 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.