

Emergency Airworthiness Directive

AD No.: 2022-0233-E

Issued: 30 November 2022

Note: This Emergency 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):

AW169 helicopters

Effective Date: 02 December 2022

TCDS Number(s): EASA.R.509

Foreign AD: Not applicable

Supersedure: None

ATA 52 – Doors – Cockpit Door Handle – Inspection

Manufacturer(s):

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

Applicability:

Leonardo AW169 helicopters, all serial numbers (s/n).

Definitions:

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

The ASB: Leonardo S.p.A. Emergency Alert Service Bulletin (ASB) 169-228.

Affected part: Pilot and co-pilot door handle assembly having Part Number 4F5211A02331.

Serviceable part: An affected part with a screw head having a green paint or an affected part which, before installation, has been modified in accordance with the instructions of the ASB; or an eligible pilot and co-pilot door handle assembly which is not an affected part.

Groups: Group 1 helicopters are those that have s/n up to 69156 (inclusive), except s/n 69146 and s/n 69153 and have an affected part installed.

Group 2 helicopters are all other helicopters which are not Group 1 helicopters.



Reason:

An occurrence was reported involving a protruding handle rod pushbutton on the left-hand (LH) cockpit door internal handle, which resulted in an interference with the collective stick travel. Subsequent investigation determined that vibration and/or incorrect torquing may have contributed to the loosening of the pushbutton holding screw of the cockpit door handle, with consequent excitement of the pushbutton from its seat.

This condition, if not detected and corrected, could lead to reduced collective stick authority, possibly resulting in reduced control of the helicopter.

To address this potential unsafe condition, Leonardo S.p.A. issued the ASB to provide inspection and corrective action instructions.

For the reasons described above, this AD requires a one-time inspection of each affected part and, depending on findings, corrective actions and reporting.

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, unless accomplished previously:

Inspection:

- (1) For Group 1 helicopters: Within 13 flight hours or 30 days, whichever occurs first after the effective date of this AD, inspect each affected part, LH and right-hand (RH), in accordance with the instructions of the ASB.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, no green paint is found on the screw head of the affected part, before next flight, accomplish all the corrective actions in accordance with the instructions of the ASB.

Reporting:

- (3) If, during the inspection as required by paragraph (1) of this AD, any discrepancy or loose screw of the affected part is detected, within 7 days after that inspection, report the inspection finding to Leonardo S.p.A. This can be accomplished in accordance with the instructions of the ASB.

Parts Installation:

- (4) For Group 1 and Group 2 helicopters: From the effective date of this AD, it is allowed to install a pilot and co-pilot door handle assembly on a helicopter (LH and RH), provided that it is a serviceable part.

Note 1: Removal of an affected part from a helicopter and subsequent reinstallation of that affected part on the same helicopter, accomplished during a single maintenance visit, is not considered as 'installation' as specified in paragraph (4) of this AD.



Ref. Publications:

Leonardo S.p.A. ASB 169-228 original issue dated 29 November 2022.

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. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.
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@leonardo.com.

