



Airworthiness Directive

AD No.: 2023-0149

Issued: 19 July 2023

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):

AW189 helicopters

Effective Date: 26 July 2023

TCDS Number(s): EASA.R.510

Foreign AD: Not applicable

Supersedure: None

ATA 78 – Engine Exhaust – Ejector Duct – Inspection

Manufacturer(s):

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

Applicability:

AW189 helicopters, all manufacturer serial numbers.

Definitions:

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

Affected part: Ejector duct Part Number (P/N) 8G7810P00131 (left-hand (LH) side) and P/N 8G7810P00231 (right-hand (RH) side).

Serviceable part: An affected part which is new (never installed) or a part that, before next flight after installation, passed an inspection (no defect found) in accordance with the instructions of the SB.

The SB: Leonardo Service Bulletin (SB) 189-384.

Reason:

Occurrences were reported of cracking damage on affected parts on the LH side of the rear sliding cowling where the engine exhaust ducts are installed. Investigation of the cracks, which developed



in the area of the engine exhaust duct boundary reinforcement plate, is ongoing to identify the root cause of the occurrences.

This condition, if not detected and corrected, could lead to detachment of a part of the ejector duct, which could impact the helicopter tailplane or the tail rotor with consequent reduction or loss of control of the helicopter.

To address this potential unsafe condition, Leonardo issued the SB providing inspection instructions.

For the reasons described above, this AD requires repetitive inspections of the affected parts and, depending on findings, replacement. This AD also requires reporting of findings to Leonardo.

This AD is considered an interim action and further AD action may follow.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within 25 flight hours (FH) after the effective date of this AD and, thereafter, at intervals not to exceed 50 FH, inspect each affected part (LH and RH sides) in accordance with the instructions of the SB.

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, any discrepancy, as defined in the SB, is detected on an affected part, before next flight, replace that affected part with a serviceable part in accordance with the instructions of the SB.

Terminating Action:

- (3) None.

Reporting:

- (4) If, during any inspection as required by paragraph (1) of this AD, any discrepancy is detected, as defined in the SB, within 30 days after that inspection, report the inspection result to Leonardo. This can be done in accordance with the instructions of the SB.

Ref. Publications:

Leonardo S.p.A. SB 189-384 original issue dated 17 July 2023.

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.



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.

