



## Airworthiness Directive

**AD No.:** 2018-0124

**Issued:** 05 June 2018

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD 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 (EC) 216/2008, Article 14(4) exemption].

**Design Approval Holder's Name:**

LEONARDO S.p.A.

**Type/Model designation(s):**

A119 and AW119MKII helicopters

**Effective Date:** 12 June 2018

**TCDS Number(s):** EASA.R.005

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA – Aircraft Flight Manual – Amendment

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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

**Applicability:**

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

**Definitions:**

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

**The SB:** Leonardo Service Bulletin (SB) 119-089.

**Affected FCU:** Fuel Control Units (FCU) as identified in section 1.A Effectivity of the SB, Revision A dated 05 June 2018.

**Groups:** Group 1 helicopters are those that have an affected FCU installed. Group 2 helicopters are those that do not have an affected FCU installed.

**Reason:**

It has been reported that certain FCU may have not been calibrated to specification during overhaul. Pratt & Whitney Canada issued Service Information Letter PT6B-045 and Transport



Canada, State of Design authority for the PT6B engine, issued Civil Aviation Safety Alert (CASA) 2018-05. The same FCU are eligible for installation on Leonardo A119 and AW119MKII helicopters.

This condition, if not corrected, can lead to N1 fluctuations, hung engine starts and the inability to recover power during autorotation training, possibly resulting in reduced control of the helicopter.

To address this potential unsafe condition, Leonardo issued the SB, providing instructions to update the Rotorcraft Flight Manual (RFM) and to install a placard in the cockpit. The SB was later revised to update the list of affected FCU.

For the reasons described above, this AD requires amendment of the applicable RFM and installation of a placard to prohibit intentional entry into autorotation. This AD also allows removal of the limitation/placard after replacement of an affected FCU, and prohibits (re)installation of an affected FCU.

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

Required as indicated, unless accomplished previously:

#### **RFM Amendment:**

- (1) For Group 1 helicopters: Before next flight involving intentional auto-rotation, or within 30 days after the effective date of this AD, whichever occurs first, amend the limitation section of the applicable RFM in accordance with the instructions of the SB, inform all flight crews and, thereafter, operate the helicopter accordingly.

#### **Placard Installation:**

- (2) Concurrently with the RFM amendment as required by paragraph (1) of this AD, install a placard in the cockpit, in full view of the pilots, in accordance with the instructions of the SB.

#### **Part Replacement:**

- (3) For Group 1 helicopters: After replacement of the affected FCU with a not affected FCU, the RFM amendment and placard as required by paragraphs (1) and (2) of this AD are no longer necessary and can be removed from the helicopter.

#### **Part Installation:**

- (4) Do not install an affected FCU on any helicopter, as required by paragraph (4.1) or (4.2) of this AD, as applicable.

(4.1) For Group 1 helicopters: After FCU replacement, as specified in paragraph (3) of this AD.

(4.2) For Group 2 helicopters: From the effective date of this AD.

### **Ref. Publications:**

Leonardo S.p.A. Helicopters SB 119-089 original issue dated 31 May 2018, or Revision A dated 05 June 2018.

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](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, Customer Support & Services, Product Support Engineering DPT, E-mail: [aw109.mbx.aw@leonardocompany.com](mailto:aw109.mbx.aw@leonardocompany.com).

