Airworthiness Directive

AD No.: 2025-0147

Issued: 11 July 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):

AW189 helicopters

Effective Date: 25 July 2025

TCDS Number(s): EASA.R.510

Foreign AD: Not applicable

Supersedure: None

ATA 30 – Ice and Rain Protection – Air Intake Heating Electrical System – Check / Inspection

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Manufacturer(s):

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

Applicability:

AW189 helicopters, all manufacturer serial numbers (MSN).

Definitions:

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

The SB: Leonardo Alert Service Bulletin (SB) 189-408.

Groups:

Group 1 helicopters are all MSN, except helicopters equipped with inlet barrier filter (IBF).

Group 2 helicopter are those having:
MSN 49007 to 49103 (inclusive), except MSN 49024, 49036, 49040 and MSN 49041;
MSN 49108;
MSN 89001 to 89026 (inclusive), except MSN 89005 and MSN 89006;
MSN 92001 to MSN 92010 (inclusive);
MSN 93001 and MSN 93002.

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Reason:

An occurrence of fire was reported during accomplishment of AW189 Aircraft Maintenance Planning Information AMPI task 75-01 “Operational check of engine anti-icing system”, involving the engine intake air cowling, the wirings present in that area and the secondary structures of the intake air frame and the upper deck panels. The investigation to determine the root cause of the event is still on-going.

This condition, if not detected and corrected, could lead to further cases of fire.

To address this potential unsafe condition, as a precautionary measure, Leonardo issued the SB providing instructions for repetitive check of the heated air intake system.

For the reasons described above, this AD requires repetitive inspections of the air intake electrical connectors, and, for certain helicopters, a one-time inspection for presence of a bonding strap.

This AD is considered to be an interim action and further AD action is expected.

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:

Initial Inspection:

(1) For Group 1 helicopters: Within the compliance time as defined in Table 1 of this AD and, thereafter, at intervals not to exceed 800 flight hours (FH) or 12 months, whichever occurs first, accomplish isolation resistance check of each engine air intake electrical connectors in accordance with the instructions of Part I of the SB.

Table 1 – Isolation Check – Initial Inspection (see Note 1 of this AD)

Helicopter FH	Compliance Time
Less than 400 FH	Before exceeding 400 FH or within 25 FH after the effective date of this AD, whichever occurs later
Equal to or more than 400 FH	Within 25 FH after the effective date of this AD

Note 1: Unless indicated otherwise the FH specified in Table 1 of this AD are those accumulated on the effective date of this AD by the helicopter since first flight.

(2) For Group 1 helicopters, operated in accordance with an AMPI which includes Chapter V task 75-01 incorporating Data Module (DM) 89-A-30-21-00-00A-320A-A – Air intakes ice protection system operation test:
From the effective date of this AD, before each accomplishment of the operational test in accordance with the DM 89-A-30-21-00-00A-320A-A perform the isolation resistance check as required by paragraph (1) of this AD (see Note 2 of this AD).

Note 2: Accomplishment of the first operational test in accordance with the DM 89 A 30 21 00 00A 320A A preceded by the isolation check, as required by paragraph (1) of this AD, allows synchronisation of the accomplishment of these two tasks.

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(3) For Group 2 helicopters, if equipped with an air intake controller Part Number (P/N) 8G7160V03231: Within the compliance time as defined in Table 1 of this AD, accomplish a one-time inspection of the area around the connector A281J2 for presence of the bonding strap in accordance with the instructions of Part III of the SB.

Corrective Action(s):

(4) If, during any inspection as required by paragraph (1) or (2) of this AD, as applicable, any discrepancy is detected as defined in Part I of the SB, before next flight, accomplish all the applicable corrective actions in accordance with the instructions of Part II of the SB. Where the SB provides instructions to "compile the inspection report form [...] and send it to Leonardo Product Support Engineering […] to receive further instructions", this AD requires to contact Leonardo Product Support Engineering for applicable instructions and, before next flight, accomplish those instructions accordingly.

(5) If, during the inspection as required by paragraph (3) of this AD, any discrepancy is detected, as defined in Part III of the SB, before next flight accomplish all the applicable corrective actions in accordance with the instructions of Part III of the SB.

Terminating Action:

(6) None.

Part Installation:

(7) For Group 1 and Group 2 helicopters: From the effective date of this AD, modification of a helicopter by installing an air intake controller having a P/N 8G7160V03231 is allowed, provided that the installation is accomplished in accordance with the instructions of Part III of the SB.

Ref. Publications:

Leonardo SB 189-408 original issue dated 25 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 08 August 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.

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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.

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