



European Union Aviation Safety Agency

Airworthiness Directive

AD No.: 2026-0004

Issued: 13 January 2026

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: 27 January 2026

TCDS Number(s): EASA.R.510

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2025-0090 dated 23 April 2025.

ATA 04 – Time Limits / Maintenance Checks – Airworthiness Limitations Section – Amendment

Manufacturer(s):

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

Applicability:

Leonardo AW189 helicopters, all serial numbers.

Definitions:

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

The ALS: Leonardo AW189 document 89-A-AMPI-00-P (Air Vehicle Maintenance Planning Information), Chapter 04, Airworthiness Limitations Section (ALS) Issue 030, applicable for helicopters equipped with General Electric (GE) CT7-2E1 engines; or document 89-E-AMPI-00-P (Air Vehicle Maintenance Planning Information), Chapter 04, ALS Issue 014, applicable for helicopters equipped with Safran Aneto-1K engines, as applicable.

The AMP: The Aircraft Maintenance Programme (AMP) contains the tasks on the basis of which the scheduled maintenance is conducted to ensure the continuing airworthiness of each operated aircraft. For aircraft operated under EU regulations, the operator or the owner ensures compliance with the AMP as stipulated in Commission Regulation (EU) [1321/2014](#).



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New and/or more restrictive tasks and limitations: This includes all tasks and limitations that are new and all tasks for which a threshold or interval was reduced, which were introduced into the ALS, as defined in this AD, since the previous ALS revision that is currently incorporated in the AMP.

Reason:

The airworthiness limitations and certification maintenance instructions for Leonardo AW189 helicopters, which are approved by EASA, are currently defined and published in Leonardo AW189 document 89-A-AMPI-00-P (Air Vehicle Maintenance Planning Information), Chapter 04, ALS, and AW189 document 89-E-AMPI-00-P (Air Vehicle Maintenance Planning Information), Chapter 04, ALS, as applicable, depending on the type of engines installed on the helicopter. These instructions have been identified as mandatory for continued airworthiness.

Failure to accomplish these instructions could result in an unsafe condition.

Previously, EASA issued AD 2025-0090 to require accomplishment of the actions and limitations specified in Leonardo AW189 document 89-A-AMPI-00-P (Air Vehicle Maintenance Planning Information), Chapter 04, ALS Issue 028, or document 89-E-AMPI-00-P (Air Vehicle Maintenance Planning Information), Chapter 04, ALS Issue 012, as applicable.

Since that AD was issued, Leonardo issued the ALS, as defined in this AD, containing new and/or more restrictive tasks and limitations.

For the reason described above, this AD retains the requirements of EASA AD 2025-0090, which is superseded, and requires accomplishment of the actions specified in the ALS.

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:

Maintenance Tasks and Replacement of Life Limited Parts:

- (1) From the effective date of this AD, accomplish the following actions, as specified in the ALS, as applicable to helicopter model and depending on helicopter configuration:
 - (1.1) Replace each component before exceeding the applicable life limit, and
 - (1.2) Within the thresholds and intervals, accomplish all applicable maintenance tasks.

Corrective Action(s):

- (2) In case of finding discrepancies during accomplishment of any task as required by paragraph (1) of this AD, within the compliance time specified in the ALS, accomplish the applicable corrective action(s) in accordance with the applicable Leonardo maintenance documentation. If no compliance time is identified in the ALS, accomplish the applicable corrective action(s) before next flight. If a detected discrepancy cannot be corrected by using existing Leonardo instructions, before next flight, contact Leonardo for approved instructions and accomplish those instructions accordingly.



AMP Revision:

(3) Within 12 months after the effective date of this AD, revise the approved AMP by incorporating the limitations, tasks and associated thresholds and intervals described in the ALS, as applicable to helicopter model and depending on helicopter configuration.

Credit:

(4) If, before the effective date of this AD, the AMP has been revised to incorporate the maintenance tasks and life limitations as specified in a previous ALS revision, that action ensures the continued accomplishment of those tasks and limitations.

Consequently, for a helicopter to which that AMP applies, it is acceptable to accomplish the new and/or more restrictive tasks and limitations as specified in the ALS, as applicable to helicopter model and depending on helicopter configuration, within the compliance times as specified in the ALS, to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the new and/or more restrictive tasks and limitations as specified in the ALS, as applicable to helicopter model and depending on helicopter configuration, into the AMP to comply with paragraph (3) of this AD.

Recording AD Compliance:

(5) When the AMP of a helicopter has been revised as required by paragraph (3) or (4) of this AD, as applicable, that action ensures continued accomplishment of the tasks and limitations as required by the paragraphs (1) and (2) of this AD for that helicopter. Consequently, after revising the AMP, as required by paragraph (3) or (4) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

Ref. Publications:

Leonardo AW189 document 89-A-AMPI-00-P (Air Vehicle Maintenance Planning Information), Chapter 04, ALS Issue 030 dated 28 October 2025.

Leonardo AW189 document 89-E-AMPI-00-P (Air Vehicle Maintenance Planning Information), Chapter 04, ALS Issue 014 dated 28 October 2025.

The use of later approved revisions of the above-mentioned documents 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. This AD was posted on 11 December 2025 as PAD 25-185 for consultation until 08 January 2026. No comments were received during the consultation period.
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.

