



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 22-082

Issued: 24 June 2022

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

LEONARDO S.p.A.

Type/Model designation(s):

A119 and AW119MKII helicopters

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.R.005

Foreign AD: Not applicable

Supersedure: None

ATA 24 – Electrical Power – Starter-Generator Drive Shaft – Inspection

Manufacturer(s):

Leonardo S.p.A. Helicopters, formerly Finmeccanica S.p.A., AgustaWestland S.p.A., Agusta S.p.A.; and AgustaWestland Philadelphia Corporation, formerly Agusta Aerospace Corporation

Applicability:

A119 and AW119MKII Helicopters, all serial numbers.

Definitions:

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

The ASB: Leonardo Alert Service Bulletin (ASB) 119-121.

Affected part: Starter-generators, having Part Number (P/N) 200SGL129Q1 or P/N 200SGL129Q-2.

Serviceable part: An affected part that is new (not previously installed); or an affected part that has not been installed since overhaul; or an affected part that has passed an inspection (no discrepancies detected) in accordance with the instructions of the ASB; or an affected part that has always been removed or (re)installed in accordance with the instructions of the ASB, since new, since overhaul or since last drive shaft replacement, as applicable; or an affected part that has never been removed since first flight of the helicopter on which it is installed.



Reason:

A occurrence was reported of an electrical failure of the starter-generator, caused by the rupture of the drive shaft. This failure was not detected by the generator control unit, causing a partial loss of battery power.

This condition, if not detected and corrected, could lead to a complete loss of electrical power, possibly resulting in loss of control of the helicopter.

To address this potential unsafe condition, Leonardo issued the ASB, providing inspection instructions, as well as improved instructions for removal and installation of the starter generator.

For the reason described above, this AD requires a one-time inspection of the drive shaft of the affected part and, depending on findings, replacement of the affected part with a serviceable part. This AD also requires reporting the inspection results and implementation of improved removal and (re)installation procedures of affected parts.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within 50 flight hours or 3 months, whichever occurs first after the effective date of this AD, inspect the drive shaft of the affected part in accordance with the instructions of Part I of the ASB. Affected parts that are defined as 'serviceable part' in this AD do not need to be inspected as required by this paragraph.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, any cracked drive shaft is found, before next flight, remove the affected part from service and install a serviceable part, as defined in this AD.

Reporting:

- (3) Within 30 days after the inspection as required by paragraph (1) of this AD, report the results (including no findings) to Leonardo. The 'Service Bulletin Compliance Form' (page 22 of the ASB) can be used for the reporting purpose.

Parts Installation:

- (4) From the effective date of this AD, it is allowed to install on any helicopter an affected part, provided it is a serviceable part, as defined in this AD, and that the removal and installation is accomplished in accordance with the instructions of Part II of the ASB.

Ref. Publications:

Leonardo S.p.A. Helicopters ASB 119-121 original issue dated 21 June 2022.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.



Remarks:

1. This Proposed AD will be closed for consultation on 08 July 2022.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, 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 PAD 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.
4. For any question concerning the technical content of the requirements in this PAD, please contact: Leonardo S.p.A. Helicopters, Customer Support & Services, Product Support Engineering, E-mail: absereng.aw@leonardocompany.com.

