



適航指令發布單

Airworthiness Directive Issuance Form

民航局 AD 編號 AD number	CAA-2022-12-001 緊急	發布日期 Date issued	2022/12/2
適用之航空產品 Applied to (models, serial numbers or part numbers, as applicable)	Leonardo AW169 helicopters, all serial numbers (s/n).		
主旨摘要 Subject	Doors - Cockpit Door Handle - Inspection		
民航局 CAA <input type="checkbox"/> 本國產品 Native product <input type="checkbox"/> 其他個案 Other	設計國民航主管機構 Original Authority <div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> <input type="checkbox"/> FAA <input checked="" type="checkbox"/> EASA <input type="checkbox"/> Brazil <input type="checkbox"/> Transport Canada Civil Aviation <input type="checkbox"/> DGAC </div> <div style="width: 48%;"> <input type="checkbox"/> Germany LBA <input type="checkbox"/> CAA-NL <input type="checkbox"/> UK CAA <input type="checkbox"/> Japan CAB <input type="checkbox"/> CAA of Israel <input type="checkbox"/> Other _____ </div> </div>		
	設計國 AD 編號 Original AD number	2022-0233-E	
	1. 直接採用原 AD 之內容?(Is the original AD directly adopted?) <input checked="" type="checkbox"/> 是(Yes) <input type="checkbox"/> 否(No) _ a. 生效日期另訂為(Re-specify the effective date as) : _____ b. 執行時限另訂為(Re-specify the compliance time or period as) : _____ 2. 使用人是否需要將 AD 執行結果向民航局提出報告?(Do Users need to report the status of compliance to the CAA?) <input type="checkbox"/> 是(Yes) <input checked="" type="checkbox"/> 否(No)		
備註 Note	ATA 52. Ref. Publications: Leonardo S.p.A. ASB 169-228 original issue dated 29 November 2022.		
註： 1. AD 內容後附。 2. 航空器產品使用人得向民航局提出豁免、替代符合方法、執行時限之展延之申請。 3. 如有任何問題，請聯絡交通部民用航空局初始適航科。Tel：(02)2349-6330 / 6332, Fax：(02)2545-8464, e-mail： adcaa@mail.caa.gov.tw Note： 1. The AD text is enclosed. 2. Exemption, an alternative method of compliance or adjustment of the compliance time may be proposed to the CAA for approval. 3. For further information, please contact Civil Aeronautics Administration on Tel：(02)2349-6330 / 6332, Fax： (02)2545-8464, e-mail： adcaa@mail.caa.gov.tw			



Emergency Airworthiness Directive

AD No.: 2022-0233-E

Issued: 30 November 2022

Note: This Emergency 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):

AW169 helicopters

Effective Date: 02 December 2022

TCDS Number(s): EASA.R.509

Foreign AD: Not applicable

Supersedure: None

ATA 52 – Doors – Cockpit Door Handle – Inspection

Manufacturer(s):

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

Applicability:

Leonardo AW169 helicopters, all serial numbers (s/n).

Definitions:

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

The ASB: Leonardo S.p.A. Emergency Alert Service Bulletin (ASB) 169-228.

Affected part: Pilot and co-pilot door handle assembly having Part Number 4F5211A02331.

Serviceable part: An affected part with a screw head having a green paint or an affected part which, before installation, has been modified in accordance with the instructions of the ASB; or an eligible pilot and co-pilot door handle assembly which is not an affected part.

Groups: Group 1 helicopters are those that have s/n up to 69156 (inclusive), except s/n 69146 and s/n 69153; and have an affected part installed.

Group 2 helicopters are all other helicopters which are not Group 1 helicopters.



Reason:

An occurrence was reported involving a protruding handle rod pushbutton on the left-hand (LH) cockpit door internal handle, which resulted in an interference with the collective stick travel. Subsequent investigation determined that vibration and/or incorrect torquing may have contributed to the loosening of the pushbutton holding screw of the cockpit door handle, with consequent excitement of the pushbutton from its seat.

This condition, if not detected and corrected, could lead to reduced collective stick authority, possibly resulting in reduced control of the helicopter.

To address this potential unsafe condition, Leonardo S.p.A. issued the ASB to provide inspection and corrective action instructions.

For the reasons described above, this AD requires a one-time inspection of each affected part and, depending on findings, corrective actions and reporting.

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

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

Required as indicated, unless accomplished previously:

Inspection:

- (1) For Group 1 helicopters: Within 13 flight hours or 30 days, whichever occurs first after the effective date of this AD, inspect each affected part, LH and right-hand (RH), in accordance with the instructions of the ASB.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, no green paint is found on the screw head of the affected part, before next flight, accomplish all the corrective actions in accordance with the instructions of the ASB.

Reporting:

- (3) If, during the inspection as required by paragraph (1) of this AD, any discrepancy or loose screw of the affected part is detected, within 7 days after that inspection, report the inspection finding to Leonardo S.p.A. This can be accomplished in accordance with the instructions of the ASB.

Parts Installation:

- (4) For Group 1 and Group 2 helicopters: From the effective date of this AD, it is allowed to install a pilot and co-pilot door handle assembly on a helicopter (LH and RH), provided that it is a serviceable part.

Note 1: Removal of an affected part from a helicopter and subsequent reinstallation of that affected part on the same helicopter, accomplished during a single maintenance visit, is not considered as 'installation' as specified in paragraph (4) of this AD.



Ref. Publications:

Leonardo S.p.A. ASB 169-228 original issue dated 29 November 2022.

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. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.
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@leonardo.com.

