

Airworthiness Directive Schedule

Helicopters

Leonardo A119 and AW119MKII

29 April 2021

- Notes:**
1. This AD schedule is applicable to Leonardo A119 and AW119MKII helicopters manufactured under both the European Aviation Safety Agency (EASA) Type Certificate No. R.005 and the FAA Type Certificate No. H7EU.
 2. The European Union Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these helicopters. State of Design ADs can be obtained directly from the EASA website at <http://ad.easa.europa.eu/>
FAA ADs can be obtained from the FAA website at http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/MainFrame?OpenFrameSet
 3. The date above indicates the amendment date of this schedule.
 4. New or amended ADs are shown with an asterisk *

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DCA/A119/1 Tail Rotor Blades – Inspection

Applicability: All model A119 aircraft fitted with tail rotor blades P/N 109-8132-01-107.

Requirement: To prevent failure of a blade resulting in loss of control of the aircraft, accomplish the following:

1. Visually inspect both sides of each blade for cracks per the instructions in part I of Agusta Bollettino Tecnico (ABT) No. 119-1, revision A, dated 22 August 2001.

Replace cracked blades before further flight.

Note 1: Compliance with Requirement 1 of this AD may be accomplished by adding the inspection requirement to the tech log. The inspection may be accomplished by the pilot in accordance with CAR Part 43, Appendix A. The pilot must be trained and authorised (Part 43, Subpart B refers) and certification must be provided (Part 43, Subpart C refers).

2. Inspect each blade for cracks using a 5X power or higher magnifying glass per the instructions in part II, paragraphs 1 through to 6, of ABT No. 119-1.

Replace cracked blades before further flight.

3. Dye penetrant inspect each blade for cracks per the instructions in part III, paragraphs 1 through to 4.5, of ABT No. 119-1.

Replace cracked blades before further flight.

4. Replace tail rotor blades P/N 109-8132-01-107, per the instructions in part IV of ABT No. 119-1.

Note 2: Before installing tail rotor blades P/N 109-8132-01-107 held as spares comply with the instructions specified in this AD and ABT No. 119-1.

Note 3: The limitations section of the maintenance manual shall be amended to establish a 50 hour life limit for blades P/N 109-8132-01-107.

5. Replace tail rotor blades P/N 109-8132-01-107 with tail rotor blade P/N 109-8132-01-111 per Agusta Bollettino Tecnico (ABT) No. 119-2, dated 20 September 2001.

Note 4: Accomplishment of requirement 5 is a terminating action to the inspection requirements of this AD. Tail Rotor blades P/N 109-8132-01-111 have a life limit of 1000 hours TIS.

(ENAC AD 2001-426 and ENAC AD 2001-374 refers)

Note 5: This AD supersedes ENAC AD 2001/348 dated 20/8/2001.

Compliance:

1. Before every flight.
2. Within the next 10 hours TIS and thereafter at intervals not to exceed 10 hours TIS or after any abnormal increase in aircraft vibration.
3. Within the next 25 hours TIS and thereafter at intervals not to exceed 25 hours TIS.
4. Before accumulating 50 hours TTIS.
5. By 30 April 2007, unless already accomplished.

Effective Date: 29 March 2007

DCA/A119/2 Vertical Gyroscopes Model VG-208C – Replacement

- Applicability:** All model A119 aircraft fitted with vertical gyroscopes P/N 501-1210-01 (MFR Model VG-208C) with S/Ns 2556 through to 2694 not embodied with Modification 17.
- Requirement:** To prevent failure of the vertical gyroscope due to the possible incorrect installation of the pitch stop screw, accomplish the following:
1. Replace the vertical gyroscope per the instructions in Agusta Bollettino Tecnico (ABT) No. 119-3, dated 21 December 2001.
 2. Vertical gyroscopes P/N 501-1210-01 (MFR Model VG-208C), S/Ns 2556 through to 2694 not embodied with Modification 17, may not be installed on an aircraft.
(ENAC AD 2002-004 refers)
- Compliance:**
1. By 30 April 2007, unless already accomplished.
 2. From the effective date of this AD.
- Effective Date:** 29 March 2007

DCA/A119/3 Hydraulic Pumps – Inspection

- Applicability:** All model A119 aircraft fitted with hydraulic pump P/N 109-0760-42-101.
- Requirement:** To prevent the hydraulic fluid from contaminating the transmission oil due to the possibility of a damaged hydraulic pump seal, accomplish the following:
1. Check the hydraulic fluid level. If excessive hydraulic fluid consumption is noted with no signs of external leaks, accomplish a transmission oil analysis to establish the possibility of contamination with hydraulic fluid.
Contaminated transmissions must be removed from service, before further flight.
Accomplish these instructions per Agusta Bollettino Tecnico (ABT) No. 119-4, dated 5 February 2002.
 2. Replace hydraulic pump with P/N 109-0760-42-103, per ABT No. 119-4.
(ENAC AD 2002-113 refers)
- Note:** Hydraulic pumps P/N 109-0760-42-101 can be reworked to -103 per a manufacturer approved repair scheme.
- Compliance:**
1. At every daily inspection.
 2. By 28 September 2007, unless already accomplished.
- Effective Date:** 29 March 2007

DCA/A119/4 Windshield Wiper System – Placard and Modification

Applicability: Model A119 aircraft, S/Ns all through 14022.

Requirement: To prevent the windshield wiper electrical system overheating due to the possibility of a system overload, accomplish the following:

1. For aircraft S/Ns 14017 through to 14021.
 - a. Deactivate the windshield wipers and install a warning placard per the instructions in part I of Agusta Bollettino Tecnico (ABT) No. 119-5, dated 22 May 2002.

WINDSCREEN WIPERS INOPERATIVE

- b. Modify the windshield wiper electrical system per the instructions in part II of ABT No. 119-5.

2. For aircraft S/Ns all through 14022, except S/Ns 14017, 14018, 14019, 14020 and 14021.

Modify the windshield wiper electrical system per the instructions in part III of ABT No. 119-5.

(ENAC AD 2002-309 refers)

- Compliance:**
- 1.a. Within the next 5 hours TIS, unless requirement 1.b. has been accomplished.
 - 1.b. By 31 July 2007.
 2. When relay P/N T412-DJ1001-C is replaced with relay P/N TDH-8070-1001P and/or T412-2006.

Effective Date: 29 March 2007

DCA/A119/5 Tail Rotor Blades – Inspection

Applicability: All model A119 aircraft.

Requirement: To prevent tail rotor blade fracture possibly causing the loss of a blade and resulting in the loss of aircraft control, accomplish the following:

1. For aircraft fitted with tail rotor hub and blade assembly P/N 109-8131-02-149, install a placard per part I of Agusta Bollettino Tecnico (ABT) No. 119-6 Revision A, dated 12 July 2002.

**Reduce all Vne by 30 KIAS
optional equipment included**

2. Visually inspect the tail rotor blades, per the instructions in part II of Agusta ABT No.119-6. Replace cracked blades before further flight.

Note: Compliance with Requirement 2 of this AD may be accomplished by adding the inspection requirement to the tech log. The visual inspection per requirement 2 may be accomplished by the pilot in accordance with CAR Part 43, Appendix A. The pilot must be trained and authorised (Part 43, Subpart B refers) and certification must be provided (Part 43, Subpart C refers).

3. Inspect the tail rotor blades using a 5X magnifying glass and/or a dye penetrant method, per the instructions in part III of ABT No. 119-6. Replace cracked blades before further flight.

4. For aircraft fitted with tail rotor hub and blade assembly P/N 109-8131-02-149, rework the tail rotor assembly per part IV of ABT No. 119-6. (ENAC AD 2002-367 refers)

- Compliance:**
1. Before further flight.
 2. Before every flight.
 3. Within the next 25 hours TIS, unless already accomplished within the last 25 hours TIS, and thereafter at intervals not to exceed 25 hours TIS, or after any abnormal increase in aircraft vibration.
 4. By 31 May 2007, unless already accomplished.

Effective Date: 29 March 2007

DCA/A119/6 Transmission Support Attachment Bolts – Inspection

Applicability: Model A119 aircraft, S/Ns all through 14037, except 14036.

Requirement: To prevent detachment of the transmission due to the possibility of the attachment bolts being fractured, accomplish the following:

1. Inspect the airframe mounted main transmission attachment hardware per the instructions in part I of Agusta Technical Bulletin (ATB) No. 119-8, dated 7 April 2004. If any defect is found, accomplish requirement 2 before further flight.
2. Inspect and rework the main transmission support fittings and associated hardware per the instructions in part II of ATB No. 119-8.
(ENAC AD 2004-108 refers)

Compliance:

1. Within the next 5 hours TIS unless already accomplished within the last 10 hours TIS, and thereafter at intervals not to exceed 10 hours TIS until accomplishment of requirement 2.
2. Within the next 25 hours TIS, unless already accomplished.

Effective Date: 29 March 2007

DCA/A119/7 Tail Rotor Pitch Control Links – Inspection

Applicability: All model A119 aircraft, fitted with a tail rotor pitch control link assembly P/N 109-0130-05-117 with S/Ns MO001 through to MO773.

Note 1: The AD does not apply to tail rotor pitch control link assembly P/N 109-0130-05-117 with S/N MOxxx and identified with the letter "T" after the S/N.

Requirement: To prevent failure of the tail rotor pitch control links, inspect and rework per the instructions in Agusta Bollettino Tecnico (ABT) No. 119-15 date 27 July 2006, or later approved revisions.

Note 2: Before installing tail rotor pitch control links held as spares, accomplish the requirements of this AD.
(EASA AD 2006-0228-E and ENAC AD 2006-294 refers)

Compliance: Before further flight, unless already accomplished.

Effective Date: 29 March 2007

DCA/A119/8A Cargo Hook Lever – Inspection

Applicability: Model A119 aircraft fitted with a single cargo hook installation P/N 109-0810-31-139 or a double cargo hook installation P/N 109-0811-75-115 and with hook P/N 528-010-01.

Note 1: Note 2 revised to allow the visual inspection to be accomplished by the pilot.

Requirement: To prevent failure of the cargo hook, inspect the lever P/N 232-028-00 for condition per the instructions in Agusta Alert SB No 119-21.

If the lever is cracked, repair as required before further hoist operations.
(EASA AD 2007-0160-E refers)

Note 2: Compliance with the inspection requirement of this AD before every hoist mission may be accomplished by adding the inspection requirement to the tech log. The visual inspection may be subsequently accomplished under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

Note 3: Agusta S.p.A. is continuing the investigation to establish a terminating action.

Compliance: Before the next hoist operation or by 30 September 2007 whichever is the sooner, and thereafter before every hoist operation.

Effective Date: DCA/A119/8 - 11 June 2007
DCA/A119/8A - 30 August 2007

DCA/A119/9 Hydraulic Pipes – Inspection

Applicability: Model A119 aircraft, all S/N fitted with hydraulic pipes P/N 109-0761-64-103 or P/N 109-0761-65-103.

Requirement: To prevent loss of hydraulic fluid from the number 1 hydraulic system due to the possibility of interference between the hydraulic pipes and the tail rotor control rod assembly, accomplish the following:

1. Inspect the hydraulic pipes with P/N 109-0761-64-103 and P/N 109-0761-65-103 per part I of Agusta Bollettino Tecnico (BT) 119-22. If interference is found between the hydraulic pipes and the tail rotor control rod assembly, accomplish the instructions in part II of Agusta BT 119-22, before further flight.
2. Replace the hydraulic pipes P/N 109-0761-64-103 and P/N 109-0761-65-103 with pipes P/N 109-0763-96-101 and P/N 109-0763-97-101 per the instructions in part II of Agusta BT 119-22.

Note: Accomplishment of requirement 2 is a terminating action to the repetitive inspection requirements of this AD.

3. Hydraulic pipes P/N 109-0761-64-103 or P/N 109-0761-65-103 held as spares shall not be fitted to any aircraft.
(EASA AD 2007-0231 refers)

Compliance:

1. Within the next 50 hours TIS and thereafter at intervals not to exceed 100 hours TIS.
2. By 31 July 2008.
3. From 31 July 2008.

Effective Date: 27 September 2007

DCA/A119/10 Crew Doors – Modification

Applicability: Model A119 aircraft all S/Ns.

Requirement: To ensure that the crew door emergency release system functions correctly without inhibiting the evacuation of the aircraft, inspect and modify the pilot & copilot doors emergency release system in accordance with the instructions of Agusta Alert Bollettino Tecnico BT 119-25. If ANY interference is found between the lower hinge and the housing on the helicopter structure, do the corrective actions as instructed in part II of BT 119-25, before further flight. If NO interference is found between the lower hinge and the housing on the helicopter structure, rework the slots of the lower hinges as instructed in part II of BT 119-25, before 30 June 2008.
(EASA AD 2007-0295-R1 & FAA AD 2008-12-11 refer)

Compliance: Inspect within the next 5 hours TIS or 31 December 2007 whichever occurs first.

Effective Date: 20 December 2007

DCA/A119/11 Tail Rotor Adjustable Rod Assembly – Inspection

Applicability: Model A119 and AW119MKII aircraft, all S/N fitted with a tail rotor adjustable rod assembly P/N 109-0032-08-101.

Requirement: To prevent failure of the tail rotor adjustable rod assembly which could result in damage to the tail rotor controls and loss of aircraft control accomplish the following:

1. Determine the S/N of the tail rotor (T/R) adjustable rod assembly P/N 109-0032-08-101 fitted to the aircraft per the instructions in Agusta Alert Bollettino Tecnico 119-35 dated 23 October 2009 or later EASA approved revisions. If a T/R adjustable rod assembly with S/N 95, 96, 97, 101, 102, 103, 104, 105, 106 or 107 is found fitted to the aircraft, replace with a serviceable T/R adjustable rod assembly with a different S/N.
2. A T/R adjustable rod assembly P/N 109-0032-08-101 with S/N 95, 96, 97, 101, 102, 103, 104, 105, 106 or 107 shall not be fitted to any aircraft.
(EASA AD 2009-0231-E refers)

Compliance:

1. Before further flight.
2. From 29 October 2009.

Effective Date: 29 October 2009

DCA/A119/12 Tail Rotor Gearbox Assembly – Inspection

Applicability: Model A119 and AW119MKII helicopters, all S/N fitted with tail rotor gearbox P/N 109-0440-06-103.

Requirement: To prevent failure of the tail rotor gearbox due to the possibility that a bush P/N 109-0135-14-101 has not been fitted to the gearbox which could result in loss of aircraft control, accomplish the following:

1. Inspect the tail rotor gearbox assembly P/N 109-0440-06-103 per the instructions in Agusta Alert Bollettino Tecnico (BT) 119-38 dated 25 March 2010 or later EASA approved revisions. If a bush P/N 109-0135-14-101 is not found fitted, replace the tail rotor gearbox assembly per the instructions of Agusta Alert BT 119-38. If the bush P/N 109-0135-14-101 is found fitted, re-identify the tail rotor gearbox with new P/N 109-0440-06-105 by fitting nameplate P/N A149A003A1 per the instructions of Agusta Alert BT 119-38.
2. A tail rotor gearbox assembly P/N 109-0440-06-103 shall not be fitted to any helicopter.
(EASA AD 2010-0059-E refers)

Compliance:

1. Before further flight.
2. From 31 March 2010.

Effective Date: 31 March 2010

DCA/A119/13 Cancelled – DCA/A119/14 refers

Effective Date: 3 June 2011

DCA/A119/14 Pilot and Co-pilot Control Box Assemblies – Inspection

Applicability: Model A119 and AW119MKII aircraft, all S/N fitted with a pilot control box assembly P/N 109-0010-81-103 and co-pilot control box assembly P/N 109-0010-81-107.

Note 1: This AD supersedes DCA/A119/13 to introduce a terminating modification per BT 119-39 revision A, dated 23 May 2011.

Requirement: To prevent loss of pilot and co-pilot engine throttle synchronisation which could result in loss of manual throttle control and loss of aircraft control, accomplish the following:

1. Inspect the pilot control box assembly P/N 109-0010-81-103 and co-pilot control box assembly P/N 109-0010-81-107 to determine that the gear locking pin is correctly installed and seated per the instructions in Agusta Alert Bollettino Tecnico (BT) 119-39 revision A, dated 23 May 2011 or later approved revisions. If the gear locking pin is missing or found partially unseated, or found recessed for more than 2.00 mm, replace the affected control box with a control box that has been modified per the instructions in part III of BT 119-39 before further flight.
2. Modify both the pilot control box assembly P/N 109-0010-81-103 and co-pilot control box assembly P/N 109-0010-81-107 per the instructions in part III of BT 119-39.
3. A pilot control box assembly P/N 109-0010-81-103 or a co-pilot control box assembly P/N 109-0010-81-107 shall not be fitted to any aircraft unless the control box assembly has been modified per requirement 2 of this AD.

Note 2: The accomplishment of requirement 2 of this AD is a terminating action for the repetitive inspections mandated by requirement 1 of this AD.
(EASA AD 2011-0095-E refers)

Compliance:

1. Within the next 5 hours TIS or by 24 June 2011 whichever occurs sooner, unless previously accomplished and thereafter at intervals not to exceed 50 hours TIS until the instructions in part III of BT 119-39 have been accomplished.
2. By 3 February 2012.
3. From 3 June 2011.

Effective Date: 3 June 2011

DCA/A119/15 Tail Rotor Drive Shaft – Replacement

- Applicability:** Model A119 and AW119MkII helicopters, all S/N fitted with tail rotor drive shaft P/N 109-0425-77-101, S/N Q211 through to Q252 and R253 through to R347, or P/N 109-0425-77-103, S/N R346/1 through to R355/1.
- Requirement:** To prevent tail rotor drive shaft failure, accomplish the following:
1. Replace affected tail rotor drive shafts (TRDS) per the instructions in AgustaWestland Bollettino Tecnico 119-45 dated 08 February 2012 or later approved revisions.
 2. A TRDS affected by this AD shall not be installed on any aircraft.
(EASA AD 2012-0029 refers)
- Compliance:**
1. For TRDS with less than 2400 hours TIS:
Before accumulating 2450 hours TIS or by 29 September 2012 whichever occurs sooner.
For TRDS with 2400 or more hours TIS:
Within the next 50 hours TIS or by 29 September 2012 whichever occurs sooner
 2. From 29 September 2012
- Effective Date:** 29 February 2012

DCA/A119/16 Door Windows – Inspection

- Applicability:** Model A119 and AW119MkII helicopters, S/N all through to 14781.
- Requirement:** To prevent loss of the pilot and/or co-pilot door windows in flight, accomplish the inspections and corrective actions specified in EASA AD 2012-0058.
- Note 1:** AgustaWestland Bollettino Tecnico 119-47 dated 29 March 2012 or later approved revisions pertains to the subject of this AD.
- Note 2:** A copy of EASA AD 2012-0058 can be obtained from the EASA AD website at <http://www.easa.eu.int/certification/airworthiness-directives.php>
(EASA AD 2012-0058 refers)
- Compliance:** At the compliance times specified in EASA AD 2012-0058.
- Effective Date:** 26 April 2012

DCA/A119/17 Landing Gear Crossbeam – Inspection

- Applicability:** Model A119 helicopters, S/N all through to 14700, except those aircraft embodied with Agusta Bollettino N° 119-26.
- Requirement:** To prevent failure of the landing gear crossbeam due to possible fatigue, accomplish the requirements in EASA AD 2012-0139.
- Note 1:** A copy of EASA AD 2012-0139 can be obtained from the EASA AD web site at <http://www.easa.eu.int/certification/airworthiness-directives.php>
- Note 2:** AgustaWestland BT 119-48, original issue dated 26 July 2012 or later approved revisions are acceptable to comply with the requirements of this AD.
(EASA AD 2012-0139 refers)
- Compliance:** At the compliance times specified in EASA AD 2012-0139.
- Effective Date:** 30 August 2012

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at <http://www.caa.govt.nz/airworthiness-directives/states-of-design/>
If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.

2013-0208 Canceled – EASA AD 2013-0290 refers

Effective Date: 23 December 2013

2013-0009 Blade Retaining Bolts – Inspection

Applicability: A119 helicopters, all S/N.

Effective Date: 25 January 2013

2013-0118 Canceled – EASA AD 2015-0096 refers

Effective Date: 12 June 2015

2013-0225-E Tail Rotor Driveshaft – Inspection

Applicability: A119 and AW119MKII helicopters, all S/N up to 14811 inclusive, except 14805 and 14807.

Effective Date: 21 September 2013

2013-0265-E Main Rotor Swashplate Support Nut – Inspection

Applicability: A119 and AW119MKII helicopters, all S/N.

Effective Date: 1 November 2013

2013-0290 Main Rotor Lag Damper – Inspection

Applicability: A119, and AW119MKII helicopters, all S/N.

Effective Date: 23 December 2013

2014-0175-CN Canceled – Transport Canada AD CF-2015-01 refers

Effective Date: 3 February 2015

2014-0238-E MGB Support Assembly – Inspection

Applicability: All A119 and AW119MKII helicopters.

Effective Date: 4 November 2014

2015-0035-E Tail Rotor Pitch Control Link Assembly – Inspection

Applicability: A119 and AW119MKII helicopters, all S/N.

Effective Date: 3 March 2015

2015-0096 Main Gearbox Gleason Crown – Inspection

Applicability: A119 and AW119MKII helicopters, all S/N.

Effective Date: 12 June 2015

2016-0173-E Tail Rotor Blade Retention Bolts – Inspection

Applicability: A119 and AW119MKII helicopters, all S/N.

Effective Date: 26 August 2016

2017-0176-E Main Rotor Blades – Inspection

Applicability: A119 and AW119MKII helicopters, all S/N.

Effective Date: 18 September 2017

2018-0124 Fuel Control Unit – Inspection

Applicability: A119 and AW119MKII helicopters, all S/N.

Effective Date: 12 June 2018

2018-0156 Cancelled – EASA AD 2020-0206 refers

Effective Date: 14 October 2020

2018-0205 Main Rotor Floating Ring Assembly - Inspection

Applicability: A119 and AW119MKII helicopters, all S/N.

Effective Date: 21 September 2018

2018-0270 Passenger Windows – Inspection

Applicability: AW119MKII helicopters, S/N 14831, 14834, 14838, 14840, 14841, 14842, 14843, 14844, 14901, 14904, 14905, 14906 and 14918.

Effective Date: 26 December 2018

2018-0280 Mixing Control Connecting Link – Inspection

Applicability: A119 and AW119MKII helicopters, all S/N.

Effective Date: 24 December 2018

*** 2019-0057 Cancelled – EASA AD 2021-0096 refers**

Effective Date: 29 April 2021

2019-0194-E Cancelled – EASA AD 2020-0128 refers

Effective Date: 25 June 2020

2020-0128 Tail Rotor Duplex Bearing and Plug – Inspection

Applicability: A119 and AW119MKII helicopters, all S/N up to 14972 inclusive, except S/N 14950, 14957, 14961, 14962, 14964, 14965, 14967 and 14970.

Effective Date: 25 June 2020

2020-0206 Gearbox Output Shaft – Inspection

Applicability: A119 and AW119MKII helicopters, all S/N.

Effective Date: 14 October 2020

2021-0040 Instrument Wiring – Inspection

Applicability: AW119MKII helicopters, all S/N from 14901 through to 14963 inclusive, except S/N
14937, 14938, 14940, 14950, 14961 and 14962.

Effective Date: 25 February 2021

*** 2021-0096 Collective Stick Torque Tube Assembly – Inspection**

Applicability: A119 and AW119MKII helicopters, all S/N.

Effective Date: 29 April 2021