


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2011-0019</p> <p>Date: 03 February 2011</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p>Type Approval Holder's Name : Agusta S.p.A.</p>	<p>Type/Model designation(s) : AB139 and AW139 helicopters</p>
<p>TCDS Number : EASA.R.006</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure : This AD supersedes EASA AD 2009-0234-ER1 dated 29 October 2009.</p>	
ATA 53	Fuselage – Tail Boom – Inspection / Modification
<p>Manufacturer(s): Agusta S.p.A.</p>	
<p>Applicability:</p>	<p>All AB139 and AW139 helicopters, all serial numbers (S/N), if equipped with one of the following tail assembly part numbers (P/N):</p> <ul style="list-style-type: none"> – 3G5350A00132; – 3G5350A00133; – 3G5350A00134; – 3G5350A00135, <p>except those having already embodied tail boom reinforcement structural retro-modification (mod.) P/N 3G5309P01812 either in production or through the accomplishment of Agusta Bollettino Tecnico BT 139-200.</p>
<p>Reason:</p>	<p>Some operators of AB/AW139 helicopters have reported debonding of fuselage tail boom panels. This condition, if not detected and corrected, could lead to the structural collapse of the tail boom installation, resulting in loss of control of the helicopter.</p> <p>EASA AD 2008-0157 required repetitive inspections of the tail boom assembly and, in case of debonding detection, the accomplishment of corrective actions.</p> <p>EASA AD 2009-0198-E, superseding EASA AD 2008-0157, required as a precautionary measure to perform repetitive inspections of the tail boom panels at closer intervals and, in case of findings, the accomplishment of the relevant corrective actions.</p> <p>EASA AD 2009-0234-E, which superseded AD 2009-0198-E, required the</p>

	<p>accomplishment of additional inspections.</p> <p>Such additional inspection programme consisted of daily General Visual Inspections (GVI) and repetitive detailed inspections of the tail boom panels, to detect bulgings and/or deformations on the right hand (RH) side of the tail boom outer panel skin. Furthermore, for helicopters equipped with some tail assembly P/N, repetitive tap inspections were required at intervals not to exceed 25 Flight Hours (FH) on two specific areas of the tail boom RH side. EASA AD 2009-0234-E also required the accomplishment of the relevant corrective actions, as necessary.</p> <p>EASA AD 2009-0234-ER1 was issued to add some S/N to those for which the inspection in accordance with paragraph (2) of the Required action and Compliance Time section was required. Reference to Agusta Alert Bollettino Tecnico (BT) 139-195 Rev. A was also added. Furthermore, it was mentioned the need to use a Platform to carry out the inspection in accordance with paragraph (1) of the AD.</p> <p>This AD, which supersedes EASA AD 2009-0234-ER1 partially retaining its requirements, is issued to limit the applicability only to those helicopters equipped with tail assemblies which have not embodied mod. P/N 3G5309P01812, either in production or through the accomplishment of Agusta Bollettino Tecnico (BT) 139-200. In addition, whenever an area of disbond is found exceeding the limits described in Agusta BT 139-195 Rev. B, this AD requires, before next flight, the embodiment of mod. P/N 3G5309P01812 and to contact Agusta for further instructions.</p>
Effective Date:	17 February 2011
Required action(s) and Compliance Time(s):	<p>Required as indicated, unless already accomplished:</p> <ol style="list-style-type: none"> (1) Within 10 flying hours after the effective date of this AD and thereafter at intervals not to exceed 10 flying hours or 24 hours, whichever occurs first or, if the helicopter is not flown, before restarting operations, perform GVI made from within touching distance and using a light source, of the tail panels on the tail boom RH side to detect outer skin bulgings and/or deformations, in accordance with the instructions of Agusta BT 139-195 Rev. B. To carry out the inspection use Platform (GG-07-00) P/N 2004-5007-B or approved equivalent. <ol style="list-style-type: none"> (1.1) If sign of bulgings or deformation are found, before further flight do a tap inspection of the tail assembly to better identify the affected area. (1.2) If, during the inspection required by paragraph (1.1) of this AD, an area of single disbond is found, which exceeds the maximum permitted size given in paragraph 3.3 of Agusta BT 139-195 Rev. B, before further flight mark the area(s) of disbond for identification, install mod. P/N 3G5309P01812, contact Agusta for instructions and follow their corrective actions. (2) Within 50 FH from the last inspection carried out in compliance with EASA AD 2009-0234-ER1, and thereafter at intervals not to exceed 50 FH, perform a detailed inspection of all the tail panels in accordance with the instructions of Agusta BT 139-195 Rev. B. <ol style="list-style-type: none"> (2.1) If, during any inspection required by paragraph (2) of this AD, an area of single disbond is found, which exceeds the maximum permitted size given in paragraph 2.1 of Agusta BT 139-195 Rev. B, before further flight mark the area(s) of disbond for identification, install mod. P/N 3G5309P01812, contact Agusta for instructions and follow their corrective actions. (3) For AB139/AW139 helicopters, if equipped with tail assembly P/N 3G5350A00132, 3G5350A00133 or 3G5350A00134 (up to S/N A7/109 for short nose configuration and up to S/N A7/063 for long nose configuration) not having embodied Agusta BT 139-159 Rev. B: <p style="margin-left: 20px;">Within 25 FH from the last inspection carried out in compliance with</p>

	<p>EASA AD 2009-0234-ER1 or 7 days after the effective date of this AD, whichever occurs later, and thereafter at intervals not to exceed 25 FH, do tap inspections of the areas identified as Area 3 (except for the longeron area) and Area 5 in accordance with the instructions of Agusta BT 139-195 Rev. B.</p> <p>(3.1) If, during any inspection required by paragraph (3) of this AD, one or more of the conditions described in paragraphs 4.2, 4.3 and 4.4 of Agusta BT 139-195 Rev. B are exceeded, before further flight mark the area(s) of disbond for identification, install mod. P/N 3G5309P01812, contact Agusta for instructions and follow their corrective actions.</p> <p>(4) The embodiment of mod. P/N 3G5309P01812 in accordance with paragraphs (1.2), (2.1) or (3.1) of this AD terminates the repetitive inspection requirements of this AD.</p> <p>(5) A Ferry Flight may be authorized to allow helicopters to be delivered to proper maintenance basis in order to install mod. P/N 3G5309P01812 or to replace the tailboom.</p> <p>(6) After the effective date of this AD do not install any tail assembly P/N 3G5350A00132, 3G5350A00133, 3G5350A00134 or 3G5350A00135 on any helicopter, unless in compliance with the requirements of this AD.</p>
Ref. Publications:	<p>Agusta Alert Bollettino Tecnico 139-195 Rev. B dated 2 February 2010; Agusta Bollettino Tecnico 139-200 Original Issue dated 2 February 2010; Agusta Bollettino Tecnico 139-159 Rev. B dated 6 September 2010.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu . 4. For any question concerning the technical content of the requirements in this AD, please contact Agusta S.p.A. E-mail: aw139.mbx@agustawestland.com .