



## Airworthiness Directive

**AD No.:** 2020-0191R1

**Issued:** 22 July 2022

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):** AB139 and AW139 helicopters

**Effective Date:** Revision 1: 29 July 2022  
 Original Issue: 11 September 2020

**TCDS Number(s):** EASA.R.006

**Foreign AD:** Not applicable

**Revision:** This AD revises EASA AD 2020-0191 dated 04 September 2020.

### ATA 25 – Equipment / Furnishings – Forward Facing Central Seat(s) – Removal

#### 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:

AB139 and AW139 helicopters, serial number (s/n) 31400 to 31882 inclusive, and s/n 41300 to 41570 inclusive, if a passenger cabin floor is installed, composed of three panels, and having the first row central seat(s) facing forward, except those on which Leonardo Service Bulletin (SB) 139-678 has been embodied in service.

#### Definitions:

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

**Affected seats:** First row central seats, as identified by configuration in Figures 1 to 6 (inclusive) of the ASB.

**The ASB:** Leonardo Alert Service Bulletin (ASB) 139-633 Revision A.

**The modification SB:** Leonardo SB 139-678.



**Reason:**

A design deficiency has been identified, affecting some specific main cabin floor panel installations on AB139 and AW139 helicopters.

This condition, if not corrected, could, in case of an emergency landing, lead to failure of the affected seats, as defined in this AD, possibly resulting in injury to helicopter occupants.

To address this potential unsafe condition, Leonardo issued ASB 139-633 (original issue ) to provide instructions for seats removal from certain cabin floor configurations, and EASA issued AD 2020-191 to require the removal of the affected seats.

Since that AD was issued, Leonardo developed a modification, introducing an improved reinforced cabin floor configuration. Leonardo also published the modification SB, providing instructions for the modification embodiment in service.

For the reason described above, this AD is revised to reduce the Applicability, excluding post-SB 139-678 helicopters.

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

Required as indicated, unless accomplished previously:

**Removal:**

- (1) Within 50 flight hours after 11 September 2020 [the effective date of the original issue of this AD], remove the affected seat(s), from the helicopter in accordance with the instructions of the ASB.

**Alternative Seating Arrangement:**

- (2) As an alternative to the seat(s) removal as required by paragraph (1) of this AD, for configurations which require the removal of two seats, it is allowed to modify the helicopter to a different approved seating configuration in order to remove only one seat in accordance with the instructions of the ASB.

**Credit:**

- (3) Removal of affected seat(s) on a helicopter, accomplished before 11 September 2020 [the effective date of the original issue of this AD] in accordance with the instructions of Leonardo ASB 139-633 at original issue, is an acceptable method to comply with the requirements of paragraph (1) of this AD for that helicopter, provided the resulting seat configuration is confirmed to be in accordance with Figures 9 through 13 of the ASB, as applicable.
- (4) Modification of a helicopter to a different approved seating configuration in order to remove only one seat, accomplished before 11 September 2020 [the effective date of the original issue of this AD] in accordance with the instructions of Leonardo ASB 139-633 at original issue, is an acceptable method to comply with the alternative seating arrangement specified in paragraph (2) of this AD for that helicopter, provided the resulting seat configuration is confirmed to be in accordance with Figures 9 through 13 of the ASB as applicable.



**Ref. Publications:**

Leonardo S.p.A. Helicopters ASB 139-633 original issue dated 05 August 2020 and Revision A dated 02 September 2020.

Leonardo S.p.A. Helicopters SB 139-678 original issue dated 05 July 2022.

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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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: [cse.aw139.AW@leonardocompany.com](mailto:cse.aw139.AW@leonardocompany.com).

