



Airworthiness Directive

AD No.: 2020-0191

Issued: 04 September 2020

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, 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 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: 11 September 2020

TCDS Number(s): EASA.R.006

Foreign AD: Not applicable

Supersedure: None

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.

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.

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, as a temporary measure, until an improved cabin floor panel design solution is made available, Leonardo identified the affected configurations and helicopters, and published the ASB, providing seat removal instructions.

For the reasons described above, this AD requires removal of the affected seat(s).

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:

Removal:

- (1) Within 50 flight hours after the effective date of this AD, remove the affected seat(s), as defined in the AD, 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 acceptable 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 the effective date 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 seating configuration is confirmed to be in accordance with Figure 9 to 13, as applicable, of the ASB.
- (4) Modification of a helicopter to a different approved seating configuration in order to remove only one seat, accomplished before the effective date 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 as specified in paragraph (2) of this AD for that helicopter, provided the resulting seating configuration is confirmed to be in accordance with Figure 9 to 13, as applicable, of the ASB.

Ref. Publications:

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

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. 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 Programming and Continued Airworthiness 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: cse.aw139.AW@leonardocompany.com.

