EASA EMERGENCY AIRWORTHINESS DIRECTIVE AD No.: 2011-0226-E Date: 02 December 2011 Note: This Emergency 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.

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].

Type Approval Holder's Name : Agusta S.p.A.		Type/Model designation(s): AW139 helicopters
TCDS Number:	EASA.R.006	
Foreign AD:	Not applicable	
Supersedure:	None	
ATA 27	Flight Control – Collective Control System – Inspection / Installation	
Manufacturer(s):	AgustaWestland S.p.A.	
Applicability:	AW139 helicopters Serial Numbers (S/N) 31306, 31314, 31317, 31319, 31320, 31322, 31323 and from S/N 31325 to S/N 31345 (except S/N 31329 S/N 31333, S/N 31338, S/N 31339 and S/N 31341) not having yet performe the first 1-year inspection.	
Reason:	An occurrence of incorrect installation of a collective control rod has been reported. This discrepancy was identified in service, during the accomplishment of the first 1-year inspection performed on the helicopter.	
	AgustaWestland, number of helico	e subsequent technical investigation, carried out by , concluded that this discrepancy could potentially affect a pters for which the production quality control did not require plied torque on the bolt attaching the collective control rod to
		not detected and corrected, could lead to in-flight e collective control rod, resulting in loss of control of the
	Tecnico (BT) 139	unsafe condition, AgustaWestland have developed Bollettin 9-275, which gives instructions to inspect the proper a affected collective control rod.
	inspection of the	described above, this AD requires accomplishment of an flight control rods (C2) and, depending on findings, proper the affected parts.
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Required Action(s) and Compliance Time(s):	Required as indicated, unless already accomplished: (1) Within 5 flight hours or 1 week, whichever occurs first after the effective date of this AD, accomplish a visual inspection of the connection between the flight control rod C2 and the torque tube C3, in accordance	
	with the Compliance Instructions of AgustaWestland BT 139-275. (2) If any discrepancy is identified during the inspection as required by paragraph (1) of this AD, before next flight, re-install the flight control rods in accordance with the Compliance Instructions of AgustaWestland BT 139-275.	
Ref. Publications:	AgustaWestland BT 139-275, dated 1 December 2011. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.	
Remarks:	 If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. The safety assessment has required not to implement the full consultation process and an immediate publication and notification. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. For any question concerning the technical content of the requirements in this AD, please contact AgustaWestland S.p.A. E-mail: aw139.mbx@agustawestland.com. 	

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