



# SERVICE INFORMATION LETTER

SIL N° **S-139-24-003**

DATE: **March 15, 2024**

REV.:

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To: Leonardo Helicopters products  
AB/AW139 Owners / Operators / Service Centres

**SUBJECT: Inspection of Main Landing Gear (MLG) Shock  
Absorber piston rod eye end – Notice of release of SB**

Helicopters Affected: All AW139 equipped with Main Shock Absorber Assy  
P/N 3G3210V00333 (Liebherr P/N 1654B0000-01)  
P/N 3G3210V01031 (Liebherr P/N 1654C0000-01)

Dear Customer,

Hereby Leonardo Helicopters (LH) is providing early notification of Service Bulletin 139-783 which is going to be released in the upcoming weeks related to the MLG Main Shock Absorber Assy P/N 3G3210V00333 and P/N 3G3210V01031.

Following two occurrences of broken eye end of the Main Shock Absorber piston rod reported in fleet, an investigation was performed in cooperation with Liebherr-Aerospace Lindenberg (LLI) supplier of the mentioned Main Shock Absorber (SA).

LLI is going to issue the Service Bulletin 1652C-32-03 that requires the inspection of the eye end of the SA by means of a Special Detailed Inspection (SDI) using Ultrasonic Testing (UT) to detect potential cracks.

In order to perform such UT inspection the following main requirements, tools and equipment are needed:

- The inspection must be performed by a EN4179/NAS410 certified inspector (or equivalent) for non-destructive testing Level II or higher.
- Digital Ultrasonic Flaw Detector USM 35 XS or equivalent (Local Supply).
- Wedge and probe P/N UTA 4x4,5 45-5 P (to be procured through LH).
- Reference Specimen P/N 1654A0100-01W02 (to be procured through LH).

LH will issue the Service Bulletin 139-783 within calendar week 14 to manage the application of such inspection requirements for the SA currently installed on AW139 fleet.

The requirements will be based on the number of Cycles Since New (CSN) accumulated on the Shock Absorbers and will be more restrictive on components that have accumulated an higher number of cycles. In case of cracks detected through the UT inspection, the component must be replaced.

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Based on tests performed in our facility, it is possible to perform the inspection with the component kept installed provided that the Aircraft is Lift on Jacks (ref. AMP DM 39-A-07-11-00-00A-028A-A “Helicopter - Lift on jacks - General”).

The SB will be endorsed by EASA with a dedicated Airworthiness Directive.

In order to manage the short compliance of Service Bulletin 139-783, in advance respect to the SB release, it is suggested to all Customers / Operators to:

- Identify the current number of CSN for all SA P/N 3G3210V00333 and P/N 3G3210V01031 currently installed on Aircrafts or kept at stock (e.g. Log Card, EASA Form 1, etc.);
- In case of SA with a high number of CSN (e.g. 7,000 Landings or more):
  - Please provide the information reported in Appendix A to Engineering Support Mailbox [Engineering.Support.lhd@leonardo.com](mailto:Engineering.Support.lhd@leonardo.com) or to [AWPC.Engineering.Support@leonardocompany.us](mailto:AWPC.Engineering.Support@leonardocompany.us) for North, Central and South America.
  - Verify local availability of a Level II NDT Inspector (or higher) and Digital Ultrasonic Flaw Detector in accordance with the above-mentioned requirements.
  - Ensure the availability of the Wedge, Probe and Reference Specimen that can be requested to LH with a dedicated MMIR (please refer to the usual communication channels).

Due to the contingency of the current situation, orders for spare SA P/N 3G3210V00333 and P/N 3G3210V01031 will be accepted only in case of confirmed failures and/or evidences of cracks detected through the UT.

Finally, LH is going to arrange two webinar sessions on March 21<sup>st</sup>, 2024, to provide further info on this topic. Further details will follow through the usual official LH channels.

Should you need any additional information, please do not hesitate to refer to your usual contact within LH Engineering Support team.

Yours Sincerely



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**Francesco Bellardi**  
Leonardo Helicopters  
Customer Support Services & Training  
VP Customer Support & Services

**Inspection of Main Landing Gear (MLG) Shock Absorber – Notice of release of SB**

# Appendix A

CUSTOMER NAME \_\_\_\_\_ POINT OF CONTACT: email address \_\_\_\_\_ Mobile \_\_\_\_\_

	<b>Shock Absorber P/N [3G3210V00333 / 3G3210V01031]</b>	<b>S/N</b>	<b>Cycles Since New</b>	<b>Aircraft S/N or Stock</b>	<b>Geographic Location</b>	<b>NDT Level II availability [Yes/No]</b>	<b>Note</b>
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