

Airworthiness Directive

AD No.: 2021-0186R1

Issued: 18 August 2021

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: Revision 1: 25 August 2021
 Original issue: 10 August 2021

TCDS Number(s): EASA.R.006

Foreign AD: Not applicable

Revision: This AD revises EASA Emergency AD 2021-0186-E dated 06 August 2021.

ATA 25 – Equipment / Furnishings – External Hoist Assembly – Rated Load Check

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, all serial numbers (s/n).

Definitions:

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

Affected part:

- a) Breeze external hoist assemblies, having Part Number (P/N) P/N 3G2591V00331 (Breeze P/N BL-20200-421), P/N 3G2591V02931 (Breeze P/N BLH-20200-431-1), P/N 3G2591V02932 (Breeze P/N BLH-20200-431-2) or P/N 3G2591V01431 (Breeze P/N BL-20200-422), all s/n, which had the hoist cable (Breeze P/N BL-6260 or P/N BL-9149-8, as applicable) replaced before installation on the helicopter, except those which, before 10 August 2021 [the effective date of this AD at original issue], passed (no defects found) an RTC (rated load check) in accordance with the instructions of Breeze Flight Line Operation and Maintenance Manual TD-03-008, TD-08-002 or TD-03-009, as applicable; or

- b) Breeze external hoist assemblies having P/N 3G2591V00331 (Breeze P/N BL-20200-421), P/N 3G2591V02931 (Breeze P/N BLH-20200-431-1), P/N 3G2591V02932 (Breeze P/N BLH-20200-431-2) or P/N 3G2591V01431 (Breeze P/N BL-20200-422), all s/n, which were kept in stock for more than 12 months before the installation on a helicopter, except those which, before 10 August 2021 [the effective date of this AD at original issue], passed an RTC (no defects found) in accordance with the instructions of Breeze Flight Line Operation and Maintenance Manual TD-03-008 or TD-08-002 or TD-03-009, as applicable.

Serviceable part: Any external hoist assembly, eligible for installation, which is not an affected part; or has passed an RTC in accordance with the ASB as defined in this AD.

The ASB: Leonardo Emergency Alert Service Bulletin (ASB) 139-679.

Groups: Group 1 helicopters are those that have an affected part installed. Group 2 helicopters are those that do not have an affected part installed.

Reason:

Review of the AW139 Maintenance Publication (AMP) manual determined that the requirement to accomplish an RTC on a Breeze hoist assembly was introduced in the AMP Issue 39, dated 7 June 2021. The RTC is intended to verify the integrity of the hoist assembly and efficiency of the hoist system operation. This check is included in the hoist manufacturer (Breeze) Flight Line Operation and Maintenance Manual and is required whenever the hoist cable is replaced, or a hoist is stored for more than 12 months.

As the requirement for RTC has been only recently published in the AW139 AMP manual and is limited to the replacement of the cable, the RTC may not have been accomplished on all affected parts.

This condition, if not detected and corrected, could lead to failure of an affected part, possibly resulting in loss of external human cargo during helicopter hoist operations.

To address this potential unsafe condition, Leonardo issued the ASB, as defined in this AD, providing instructions for RTC. Additionally, Leonardo published Temporary Maintenance Instruction TMI 139-546 providing instructions for RTC whenever a hoist assembly is (re)installed after storage for 12 months or more. Consequently, EASA issued Emergency AD 2021-0186-E to require a one-time RTC of each affected part. That AD also introduced (re)installation restrictions.

Since that AD was issued, it was recognised that the AW139 AMP manual reference was incorrectly indicated as "AMPI" in the Reason paragraph. This AD is revised to provide the correct reference.

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

Required as indicated, unless accomplished previously:

Rated Load Check:

- (1) For Group 1 helicopters: Before next hoist operation after 10 August 2021 [the effective date of this AD at original issue], accomplish an RTC of the affected part in accordance with the instructions of the ASB.



Corrective Action(s):

- (2) If, during the RTC as required by paragraph (1) of this AD, any discrepancy is detected, as defined in the ASB, before next hoist operation, contact Leonardo S.p.A. Helicopters for approved corrective action instructions and accomplish those instructions accordingly.
- (3) Replacement on a helicopter of an affected part with a serviceable part in accordance with approved maintenance instructions is an acceptable method to comply with the requirements of paragraph (1) or (2) of this AD, as applicable.

Parts Installation:

- (4) For Group 1 and Group 2 helicopters: From 10 August 2021 [the effective date of this AD at original issue], it is allowed to install on any helicopter an external hoist assembly, provided it is a serviceable part, as defined in this AD.

Ref. Publications:

Leonardo Emergency ASB 139-679 original issue dated 05 August 2008.

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 Safety 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: engineering.support.lhd@leonardocompany.com.

