


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2009-0234-E R1</p> <p>Date: 29 October 2009</p> <p>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.</p>
<p>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].</p>	
<p>Type Approval Holder's Name : Agusta S.p.A.</p>	<p>Type/Model designation(s) : AB139 and AW139 helicopters</p>
<p>TCDS Number : EASA.R.006</p>	
<p>Foreign AD : Not applicable</p>	
<p>Revision : This AD revises EASA AD 2009-0234-E dated 28 October 2009.</p>	
ATA 53	Fuselage – Tail Boom - Inspection
<p>Manufacturer(s): Agusta S.p.A.</p>	
<p>Applicability:</p>	<p>All AB139 and AW139 helicopters, all serial numbers (S/N), if equipped with one of the following tail assembly part numbers (P/N):</p> <ul style="list-style-type: none"> – 3G5350A00132; – 3G5350A00133; – 3G5350A00134; – 3G5350A00135.
<p>Reason:</p>	<p>During the taxiing phase, the tail boom of an AW139 helicopter bent and collapsed. The root cause of this accident is still unknown and under investigation.</p> <p>Evidence of debonding had been previously reported on some tail boom panels of AB/AW139 helicopters. Therefore EASA AD 2008-0157 required repetitive inspections of the tail boom assembly and, in case of debonding detection, the accomplishment of corrective actions.</p> <p>EASA AD 2009-0198-E, superseding EASA AD 2008-0157, required as a precautionary measure to perform repetitive inspections of the tail boom panels at closer intervals and, in case of findings, the accomplishment of the relevant corrective actions.</p> <p>EASA AD 2009-0234-E requires new inspections in addition to the inspections required by AD 2009-0198-E, which is superseded. Such additional inspection programme consists of daily General Visual</p>

	<p>Inspections (GVI) and repetitive detailed inspections of the tail boom panels, to detect bulgings and/or deformations on the right hand (RH) side of the tail boom outer panel skin. Furthermore, for helicopters equipped with some tail assembly P/N, repetitive tap inspections are required at intervals not to exceed 25 Flight Hours (FH) on two specific areas of the tail boom RH side. EASA AD 2009-0234-E also requires the accomplishment of the relevant corrective actions, as necessary.</p> <p>This EASA AD 2009-0234-E R1 is issued to add some S/N to those for which the inspection in accordance with paragraph (2) of the Required action and Compliance Time section of this AD is required. Reference to Agusta Alert Bollettino Tecnico Rev. A is also added. It is also mentioned the need to use a Platform to carry out the inspection in accordance with paragraph (1) of this AD.</p>
Effective Date:	30 October 2009
Required action(s) and Compliance Time(s):	<p>Required as indicated:</p> <p>(1) <u>For all AB139/AW139 helicopters:</u></p> <p>After the effective date of this AD, perform every day a GVI, made from within touching distance and using a light source, of the tail panels on the tail boom RH side to detect outer skin bulgings and/or deformations, in accordance with the instructions of Agusta Alert Bollettino Tecnico (BT) 139-195 Rev. A. To carry out the inspection use Platform (GG-07-00) P/N 2004-5007-B or approved equivalent.</p> <p>(1.1) If sign of bulgings or deformation are found, before further flight do a tap inspection of the tail assembly to better identify the affected area.</p> <p>(1.2) If, after the inspection carried out in accordance with paragraph (1.1) of this AD, the area of a single disbond exceeds the maximum permitted size given in paragraph 3.3 of Agusta BT 139-195 Rev. A, before further flight mark the area(s) of disbond for identification, contact Agusta for instructions and follow their corrective actions.</p> <p>(2) <u>For AB139/AW139 helicopters, if equipped with tail assembly P/N 3G5350A00132, 3G5350A00133 or 3G5350A00134 (up to S/N A7/109 for short nose configuration and up to S/N A7/063 for long nose configuration):</u></p> <p>Within 25 FH from the last inspection carried out in compliance with EASA AD 2009-0198-E or 7 days after the effective date of this AD, whichever occurs later, and thereafter at intervals not to exceed 25 FH, do tap inspections of the areas identified as Area 3 (except for the longeron area) and Area 5 in accordance with the instructions of Agusta BT 139-195 Rev. A.</p> <p>(2.1) If, after the inspection carried out in accordance with paragraph (2) of this AD, one or more of the conditions described in paragraphs 4.2, 4.3 and 4.4 of Agusta BT 139-195 Rev. A are exceeded, before further flight mark the area(s) of disbond for identification, contact Agusta for instructions and follow their corrective actions.</p> <p>(3) <u>For all AB139/AW139 helicopters:</u></p> <p>Within 50 FH from the last inspection carried out in compliance with EASA AD 2009-0198-E, and thereafter at intervals not to exceed 50 FH, perform a detailed inspection of all the tail panels in accordance with the instructions of Agusta BT 139-195 Rev. A.</p>

	<p>(3.1) If, after the inspection carried out in accordance with paragraph (3) of this AD, the area of a single disbond exceeds the maximum permitted size given in paragraph 2.1 of Agusta BT 139-195 Rev. A, before further flight mark the area(s) of disbond for identification, contact Agusta for instructions and follow their corrective actions.</p> <p>(4) The accomplishment of the corrective actions in accordance with paragraphs (1.2), (2.1) or (3.1) of this AD does not terminate the repetitive inspection requirements of this AD.</p> <p>(5) After the effective date of this AD do not install a tail assembly P/N 3G5350A00132, 3G5350A00133, 3G5350A00134 or 3G5350A00135 on any helicopter, unless in compliance with the requirements of this AD.</p>
Ref. Publications:	<p>Agusta Alert Bollettino Tecnico 139-195 Rev. A dated 27 October 2009.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu . 4. For any question concerning the technical content of the requirements in this AD, please contact Agusta S.p.A. E-mail: aw139.mbx@agustawestland.com .