


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2011-0205</b></p> <p><b>Date: 13 October 2011</b></p> <p>Note: This 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><b>Type Approval Holder's Name :</b></p> <p>Agusta S.p.A.</p>	<p><b>Type/Model designation(s) :</b></p> <p>AB139 and AW139 helicopters</p>
TCDS Number:	EASA.R.006
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA AD 2006-0358R1 dated 28 September 2011.
<b>ATA 55</b>	<b>Stabilizers – Tail Fin Assembly – Inspection / Replacement</b>
Manufacturer(s):	Agusta S.p.A., Agusta Aerospace Corporation (USA)
Applicability:	AB139 and AW139 helicopters, all serial numbers, except 31002, 31003, 31004 and 31007, if equipped with Fin Assembly having Part Number (P/N) 3G5351A00132, P/N 3G5351A00133, P/N 3G5351A00134 or P/N 3G5351A00135.
Reason:	<p>End of 2005, tests showed that the Agusta AB/AW139's tail fin assembly was prone to fatigue damage. To prevent cracks or structural failure of the tail fin assembly, a life limit of 6 500 flight hours (FH) was established and repetitive inspections were introduced, to be accomplished in the period before reaching the new life limit. These actions were required by ENAC Italy AD 2006-011.</p> <p>EASA issued AD 2006-0358, retaining the requirements of ENAC AD 2006-011, which was superseded, and expanding the applicability to include AW139 helicopters, without introducing additional requirements. EASA AD 2006-0358 was later re-published to correct a typographical error in paragraph (3) of the AD.</p> <p>Since that AD was issued, detailed fatigue evaluations carried out by Agusta have demonstrated that the tail fin assembly life limit of 6 500 FH, as imposed by EASA AD 2006-0358, is too conservative. Agusta have determined that an acceptable limit for the tail fin assembly is 10 000 FH or 32 000 flight cycles (FC), whichever occurs first. This determination has been approved by EASA and, based on that approval, Agusta have updated the Airworthiness Limitations Section (ALS) of the related Maintenance Manual (MM), published as Agusta 39-A-AMPI-00-P Chapter IV Issue 2 Change 12. Concurrent with</p>

	<p>updating the ALS of the related MM, Agusta have cancelled Bollettino Tecnico (BT) 139-020, as all the technical requirements have been transferred to the ALS of the related MM as indicated above.</p> <p>EASA AD 2006-0358R1 was issued to extend the life limit, and requires replacement of the tail fin assembly when the part accumulates 10 000 FH or 32 000 FC.</p> <p>Since that AD was issued, it has been realised that:</p> <ul style="list-style-type: none"> <li>• The AD requirements are also applicable to more recent tail fin assembly P/N 3G5351A00135;</li> <li>• There was a mistake with the reference number of one of the two applicable maintenance tasks. The correct reference numbers are MI53-04 and MI53-11.</li> <li>• Clarifications are necessary for calculating the number of FC accumulated by the tail fin assembly when it is unknown.</li> </ul> <p>For the reasons described above, this AD, which supersedes EASA AD 2006-0358R1 retaining its requirements, requires replacement of the tail fin assembly when the part accumulates 10 000 FH or 32 000 FC and additionally provides a calculation method when the number of FC accumulated by the tail fin assembly cannot be determined.</p>
Effective Date:	27 October 2011
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless already accomplished:</p> <ol style="list-style-type: none"> <li>(1) Before or upon accumulation of 10 000 FH or 32 000 FC, whichever occurs first, by a tail fin assembly since first installation on a helicopter, replace the tail fin assembly with a serviceable part, in accordance with the instructions of Agusta 39-A-AMPI-00-P Chapter IV Issue 2 Change 12.</li> </ol> <p><b>Note 1:</b> For the purpose of this AD, a serviceable part is a tail fin assembly that has not yet accumulated 10 000 FH or 32 000 FC since first installation on a helicopter.</p> <p><b>Note 2:</b> The number of landings recorded in the helicopter logbook in accordance with 39-A-AMPI-00-P Chapter IV corresponds to the number of accumulated FC by this helicopter.</p> <ol style="list-style-type: none"> <li>(2) Within 10 FH after 12 January 2006 [the issue date of ENAC AD 2006-011] or upon accumulating 100 FH since first installation on a helicopter, whichever occurs later, inspect the tail fin assembly in accordance with the instructions of the maintenance tasks MI53-04 and MI53-11, as specified in Agusta 39-A-AMPI-00-P Chapter IV Issue 2, Change 12.</li> <li>(3) Thereafter, at intervals not exceeding 100 FH, repeat the inspection as required by paragraph (2) of this AD.</li> <li>(4) If any discrepancy is found during an inspection as required by paragraph (2) and (3) of this AD, before next flight, contact Agusta for approved instructions and accomplish those instructions accordingly.</li> <li>(5) For any tail fin assembly where the FC, accumulated since first installation on a helicopter, cannot be determined from maintenance records (for the entire or part of its life), the number of FC must be determined multiplying the corresponding FH by 4 (four). This number of FC must be used for determining the replacement time for that tail fin assembly, as required by paragraph (1) of this AD.</li> <li>(6) Actions accomplished before the effective date of this AD, in accordance with Agusta BT 139-020, are acceptable to comply with the requirements of paragraphs (1), (2), (3) and (4) of this AD.</li> <li>(7) From the effective date of this AD, do not install on any helicopter a tail fin assembly as listed in Applicability paragraph of this AD having</li> </ol>

	<p>accumulated or exceeded 10 000 FH or 32 000 FC, whichever occurs first since installation on a helicopter.</p> <p>(8) Compliance with the requirements of paragraph (1), (2), (3) and (4) of this AD can be demonstrated by:</p> <p>(8.1) Revising the approved Aircraft Maintenance Programme on the basis of which the Operator or the Owner ensures the continuing airworthiness of each operated helicopter, as follows,</p> <p>Incorporate maintenance tasks MI53-04 and MI53-11, as specified in Agusta 39-A-AMPI-00-P Chapter IV Issue 2 Change 12,</p> <p>and</p> <p>(8.2) Complying with the approved Aircraft Maintenance Programme described in paragraph (8.1) of this AD.</p>
Ref. Publications:	<p>Agusta 39-A-AMPI-00-P Chapter IV Issue 2 Change 12.</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"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a> .</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact Agusta S.p.A. E-mail: <a href="mailto:aw139.mbx@agustawestland.com">aw139.mbx@agustawestland.com</a> .</li> </ol>