

<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2013-0090</b></p> <p><b>Date: 11 April 2013</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 EU 748/2012, Part 21.A.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>		
<b>Design Approval Holder's Name:</b>		<b>Type/Model designation(s):</b>
AGUSTAWESTLAND S.p.A.		AB139 and AW139 helicopters
TCDS Number:	EASA.R.006	
Foreign AD:	Not applicable	
Supersedure:	None	
<b>ATA 30</b>	<b>Ice and Rain Protection – Full Icing Protection System / Cables – Inspection</b>	
Manufacturer(s):	AgustaWestland S.p.A. (formerly Agusta S.p.A.) and AgustaWestland Philadelphia Corporation (formerly Agusta Aerospace Corporation)	
Applicability:	AB139 and AW139 helicopters, with serial numbers (S/N) 31201 to S/N 31421 inclusive and from S/N 41201 to S/N 41277 inclusive.	
Reason:	<p>An event of arcing inside some components of the Full Ice Protection System (FIPS) has been reported.</p> <p>The subsequent technical investigation indicated that improper insulation of one of the main rotor electrical cables as the likely cause for this arcing.</p> <p>This condition, if not detected and corrected, could lead to other events of arcing, possibly resulting in fire and consequent damage to the helicopter and injury to occupants.</p> <p>To address this condition, AgustaWestland published Bollettino Tecnico (BT) 139-324, providing instructions for inspection of helicopters equipped with the FIPS.</p> <p>For the reasons described above, this AD requires a one-time inspection of the main and tail rotor electrical cables and, depending on findings, accomplishment of applicable corrective actions.</p> <p>This AD is considered an interim action and further AD action may follow.</p>	
Effective Date:	25 April 2013	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) For helicopters equipped with the FIPS: Within 30 flight hours or 7 days, whichever occurs first after the effective date of this AD, accomplish an inspection and an insulation test of Main Rotor (MR) blade and Tail Rotor (TR) blade cables Part Number (P/N) 3G9F12A01011, P/N 3G9F12A01012 (pre BT 139-259) or P/N 3G9F12A01311 (post BT 139-259) and TR slip ring P/N 4G6420V00151 or P/N 4G6420V00152, in accordance with the instructions of AgustaWestland BT 139-324.</li> <li>(2) If, during the actions as required by paragraph (1) of this AD, any discrepancy is detected, before next flight, accomplish the applicable corrective actions in accordance with the instructions of AgustaWestland BT 139-324.</li> <li>(3) From the effective date of this AD, for helicopters equipped with FIPS, installation of any part as indicated in paragraph (1) is allowed, provided it is new, or it has passed the inspection and the insulation test in accordance with the instructions of AgustaWestland BT 139-324.</li> </ol> <p>Note: A Partial Removal kit allows a temporary removal of some FIPS components when the FIPS kit is not to be used, and their re-installation when necessary.</p>
<p>Ref. Publications:</p>	<p>AgustaWestland BT 139-324, dated 09 April 2013.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<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. 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.</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 AgustaWestland S.p.A.: E-mail: <a href="mailto:aw139.mbx@agustawestland.com">aw139.mbx@agustawestland.com</a>.</li> </ol>

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