


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	AD No.: 2014-0215-E
	Date: 24 September 2014 <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 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>	
Design Approval Holder's Name : AGUSTAWESTLAND S.p.A.	Type/Model designation(s) : AB139 and AW139 helicopters
TCDS Number:	EASA.R.006
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA Emergency AD 2014-0073-E dated 20 March 2014.
ATA 62	Main Rotor – Rotating Scissors – Inspection / Modification
Manufacturer(s):	AgustaWestland S.p.A (formerly Agusta S.p.A.), AgustaWestland Philadelphia Corporation (formerly Agusta Aerospace Corporation).
Applicability:	AB139 and AW139 helicopters, all serial numbers
Reason:	<p>Some cases of dislodging of lower half scissor spherical bearings Part Number (P/N) 3G6230V00654 have been reported on in-service helicopters. These spherical bearings are installed on main rotor (M/R) Rotating Scissors P/N 3G6230A00733. As a result of the investigations accomplished by the supplier of the spherical bearings, it was determined that a quality issue may have affected the production of these bearings.</p> <p>This condition, if not detected and corrected, could lead to loss of control of the helicopter.</p> <p>To address this potential unsafe condition, AgustaWestland published Alert Bollettino Tecnico (BT) 139-368, providing inspection and replacement instructions and identifying by serial number (s/n) specific batches of potentially affected M/R Rotating Scissors (Table 1 in the BT) and spherical bearings (Table 2 in the BT).</p> <p>Consequently, EASA issued Emergency AD 2014-0073-E to require repetitive inspections of the affected M/R Rotating Scissors P/N 3G6230A00733. That AD also required replacement of the affected spherical bearings or, as an alternative, replacement of the affected M/R Rotating Scissors.</p> <p>Since that AD was issued, further events occurred on some helicopters with M/R Rotating Scissors P/N 3G6230A00733 installed. In particular, the liner of</p>

	<p>the spherical bearing P/N 3G6230V00654 was found chipped and, in some cases, early excessive play was found. The affected bearings were not part of the s/n batch as initially established. Therefore, it was determined that all M/R Rotating Scissors P/N 3G6230A00733 with spherical bearing P/N 3G6230V00654 are potentially affected.</p> <p>To address these recent occurrences, AgustaWestland published BT 139-392 providing inspection and modification instructions.</p> <p>For the reasons described above, this AD requires repetitive inspections and modification of the M/R Rotating Scissors. Following modification, the inspection interval can be extended.</p>
Effective Date:	26 September 2014
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless already accomplished:</p> <p>Pre-modification Inspections</p> <p>For helicopters equipped with M/R Rotating Scissors P/N 3G6230A00733, with a spherical bearing P/N 3G6230V00654, except those having special nut P/N 3G6230A06851 installed (for post-mod, see paragraph (3) of this AD):</p> <p>(1) Within 5 flight hours (FH) or 7 days, whichever occurs first after the effective date of this AD, and, thereafter, prior to each first flight of the day, inspect the M/R Rotating Scissors P/N 3G6230A00733 and accomplish an operational check for play and wear of the affected spherical bearings in accordance with the instructions of AgustaWestland BT 139-392.</p> <p>Modification</p> <p>(2) Within 100 FH or 30 days, whichever occurs first after the effective date of this AD, modify the lower M/R Rotating Scissors lever assembly installation by introducing a special nut in accordance with the instructions of AgustaWestland BT 139-392.</p> <p>Post-modification Inspections</p> <p>For helicopters equipped with M/R Rotating Scissors P/N 3G6230A00733, with a spherical bearing P/N 3G6230V00654 and having special nut P/N 3G6230A06851 installed:</p> <p>(3) Within 25 FH after the effective date of this AD, or within 25 FH after modification as required by paragraph (2) of this AD, as applicable, and, thereafter, at intervals not to exceed 25 FH, inspect the M/R Rotating Scissors P/N 3G6230A00733 and accomplish an operational check for play and wear of the affected spherical bearings in accordance with the instructions of AgustaWestland BT 139-392.</p> <p>Corrective Action(s)</p> <p>(4) If, during any inspection as required by paragraph (1) or (3) of this AD, as applicable, any play beyond the limits or wear is detected, before next flight, replace each affected spherical bearing with a serviceable part or, as an alternative, replace the affected M/R Rotating Scissors.</p> <p>(5) Replacement of parts on a helicopter as required by paragraph (4) of this AD does not constitute terminating action for the repetitive inspections and operational checks as required by paragraph (1) or (3) of this AD, as applicable, for that helicopter.</p> <p>Installation of parts</p> <p>(6) From the effective date of this AD, installation on a helicopter of M/R Rotating Scissors P/N 3G6230A00733 or spherical bearings P/N 3G6230V00654 is allowed, provided that, following installation, the helicopter is inspected as required by this AD.</p>

Ref. Publications:	AgustaWestland BT 139-392, original issue dated 23 September 2014. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
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 results of the safety assessment have indicated the need for immediate publication and notification, without the full public consultation process.3. Enquiries regarding this AD should be referred to the Safety Information 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 AgustaWestland S.p.A. E-mail: aw139.mbx@agustawestland.com.

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