



Airworthiness Directive

AD No.: 2017-0124R1

Issued: 13 December 2017

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 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 (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

LEONARDO S.p.A.

Type/Model designation(s):

AB139 and AW139 helicopters

Effective Date: Revision 1: 20 December 2017
Original issue: 04 August 2017

TCDS Number(s): EASA.R.006

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2017-0124 dated 21 July 2017 and supersedes EASA AD 2011-0205R1 dated 23 January 2017, including its correction dated 07 February 2017; and EASA AD 2006-0357R2 dated 19 May 2015.

ATA 05 – Time Limits / Maintenance Checks – Airworthiness Limitation Section – Amendment / Implementation

Manufacturer(s):

Leonardo S.p.A., Helicopters (LHD), formerly Finmeccanica S.p.A. Helicopter Division, AgustaWestland S.p.A., Agusta S.p.A.; and AgustaWestland Philadelphia Corporation, formerly Agusta Aerospace Corporation.

Applicability:

AB139 and AW139 helicopters, all serial numbers.

Reason:

The airworthiness limitations and maintenance tasks applicable to the AB139 and AW139 helicopters are currently specified in the LHD Maintenance Manual (MM) 39-A-AMPI-00-P Chapter IV, Airworthiness Limitations, which is approved by EASA.

Failure to implement these limitations or accomplish these tasks could result in an unsafe condition. Consequently, compliance with these actions has been identified as mandatory for continued airworthiness.



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Since the original Agusta AB139 MM 39-A-AMPI-00-P Chapter IV was issued, it was revised, currently at issue 8 (hereafter referred to as 'the ALS' in this AD) and that issue includes new and/or more restrictive airworthiness limitations and maintenance tasks, compared to original Agusta AB139 MM 39-A-AMPI-00-P Chapter IV.

For the reasons described above, EASA issued AD 2017-0124 to require implementation of the airworthiness limitations and maintenance tasks as specified in the ALS. This AD 2017-0124 also allowed to supersede EASA AD 2011-0205R1 as all the requirements of that AD were transferred into the ALS (including clarifications on the life limits for the tail assembly).

Since issuance of EASA AD 2017-0124, it was identified that all the requirements of another AD (EASA AD 2006-0357R2 requiring detailed inspection of frame STA 5700) had also been transferred into the ALS as inspection Ref. MI53-12. The applicable inspection instructions are available in the maintenance job cards of data modules DMC 39-A-53-10-00-00A-31AV-A as updated in AW139 Interactive Electronic Technical Publications at revision 30 or any later revision.

This AD 2017-0124 is therefore revised to confirm that EASA AD 2006-0357R2 is also superseded.

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

Required as indicated, unless accomplished previously:

- (1) From 04 August 2017 [the effective date of the original issue of this AD], accomplish the following actions, as specified in the ALS:

- (1.1) Replace each component before exceeding the applicable life limit, and

- (1.2) Within the thresholds and intervals (see Note 1 of this AD), accomplish all applicable maintenance tasks.

Note 1: For the purpose of this AD, the thresholds and intervals as defined in the ALS include 'special' compliance times for certain tasks.

Corrective Action(s):

- (2) In case of finding discrepancies (as defined in the ALS) during accomplishment of any task as required by paragraph (1) of this AD, within the compliance time specified in the ALS, accomplish the applicable maintenance procedures for corrective actions in accordance with the approved maintenance documentation. If no compliance time is identified in the ALS, accomplish the applicable corrective actions before next flight. If a detected discrepancy is not identified in the ALS, before next flight, contact LHD for approved instructions and accomplish those instructions accordingly.

Aircraft Maintenance Programme (AMP) Revision:

- (3) Within 12 months after 04 August 2017 [the effective date of the original issue of this AD], revise the approved AMP, on the basis of which the operator or the owner of the helicopter ensures the continuing airworthiness of each operated helicopter, by incorporating the limitations, tasks and associated thresholds and intervals described in the ALS.

Credit:

- (4) For an AMP that, on 04 August 2017 [the effective date of the original issue of this AD], is already updated to incorporate the maintenance tasks and life limitations as specified in the LHD MM 39-A-AMPI-00-P Chapter IV, Airworthiness Limitations, at issue 7, that action ensures (see Note 2 of this AD) the continued accomplishment of those tasks and limitations.

Consequently, for a helicopter to which that AMP applies, it is acceptable to accomplish the new and more restrictive tasks and limitations, as defined in, and within the compliance times (see Note 1 of this AD) as specified in, the ALS, to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the new and more restrictive tasks and limitations, as defined in the ALS, into the AMP to comply with paragraph (3) of this AD.

Recording AD compliance:

- (5) When the AMP of a helicopter has been revised as required by paragraph (3) or (4) of this AD, as applicable, that action ensures (see Note 2 of this AD) continued accomplishment of the tasks as required by paragraphs (1) and (2) of this AD for that aircraft. Consequently, after revising the AMP, as required by paragraph (3) or (4) of this AD, as applicable, it is not necessary that accomplishment of individual tasks is recorded for compliance demonstration to this AD on a continued basis.

Note 2: For LHD AB139 and AW139 helicopters registered in Europe, complying with the approved AMP, as specified in paragraph (3) or (4) of this AD, as applicable, is required by Commission Regulation (EU) 1321/2014, Part M.A.301, paragraph 3.

Ref. Publications:

LHD AB139 and AW139 MM 39-A-AMPI-00-P Chapter IV, Airworthiness Limitations, issue 8 dated 21 April 2017.

The use of later approved revisions of this 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. The original issue of this AD was posted on 04 July 2017 as PAD 17-089 for consultation until 18 July 2017. The Comment Response Document can be found in the EASA Safety Publications Tool, in the compressed (zipped) file attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. For any question concerning the technical content of the requirements in this AD, please contact Leonardo Helicopters E-mail: CSE.AW139.AW@leonardocompany.com.