

Agusta A119 Series Helicopters

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/A119/1 Amdt 1 and issues the following AD under subregulation 39.1 (1) of CAR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

**AD/A119/1
Amdt 2**

Tail Rotor Blades

**13/2001
DM**

Applicability: All A119 helicopters with tail rotor blades part number 109-8132-01-107 installed.

- Requirement:**
1. Inspect in accordance with Parts I, II and III of Agusta Alert Service Bulletin No. 119-1 Revision A, dated 22 August 2001, until Requirement 3 is accomplished.
 2. Retire tail rotor blades part number 109-8132-01-107 from service in accordance with Part IV of Agusta Alert Service Bulletin No. 119-1 Revision A, dated 22 August 2001, until compliance with Requirement 3.
 3. Replace tail rotor blades part number 109-8132-01-107 with tail rotor blades part number 109-8132-01-111 in accordance with Agusta Alert Service Bulletin No. 119-2, dated 20 September 2001.

Note 1: Tail rotor blades part number 109-8132-01-111 have a retirement life of 1,000 flight hours.

Note 2: Italian ENAC AD 2001-426 refers.

- Compliance:**
1. For Part I: Before each flight and at each airworthiness check.

For Part II: Within 10 flight hours after 11 April 2001, and thereafter at intervals not to exceed 10 flight hours; and at each abnormal increase in vibration level.

For Part III: Within 25 flight hours after 11 April 2001, and thereafter at intervals not to exceed 25 flight hours.
 2. Upon accumulating 50 flight hours.
 3. Before 31 December 2001, unless already accomplished.

The compliance times of the previous issue of this Directive remain unchanged for Requirements 1 and 2.

This Directive shall be entered on the Maintenance Release as maintenance required. The visual inspection required by Part I of the Requirement Document may be performed by the Pilot in Command. In which case, a copy of the Requirement Document and this Directive is to be carried in the aircraft.

This amendment becomes effective on 21 November 2001.

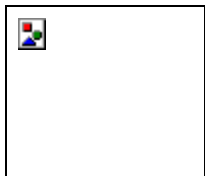
Background: The Italian ENAC requires inspections for possible cracks on the upper and lower sides of certain tail rotor blades.

Amendment 1 was issued following discovery of a cracked TRB on an Australian Aircraft, prompting ENAC to introduce a 50 hour life on the -107 blade.

Amendment 2 is issued in response to a new ENAC AD which introduces new improved replacement tail rotor blades.

Amendment 1 of this Airworthiness Directive became effective on 7 September 2001.

The original issue of this Airworthiness Directive became effective on 11 April 2001.



David Alan Villiers
Delegate of the Civil Aviation Safety Authority

14 November 2001