


<b>EASA</b>	<b>EMERGENCY AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2011-0095-E</b></p> <p><b>Date: 24 May 2011</b></p> <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 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>A119 and AW119MKII helicopters</p>
<p>TCDS Number : EASA.R.005</p>	
<p>Foreign AD : None</p>	
<p>Supersedure : This AD supersedes EASA Emergency AD 2010-0142-E dated 05 July 2010.</p>	
<b>ATA 67</b>	<b>Rotors Flight Control – Pilot and Co-pilot Control Box Assemblies – Inspection / Replacement / Modification</b>
<p>Manufacturer:</p>	<p>Agusta S.p.A.</p>
<p>Applicability:</p>	<p>A119 and AW119MKII helicopters, all serial numbers, if equipped with pilot control box assembly part number (P/N) 109-0010-81-103 and co-pilot control box assembly P/N 109-0010-81-107.</p>
<p>Reason:</p>	<p>A case of non-conformity has been discovered on an AW119MKII helicopter, in the pilot control box assembly P/N 109-0010-81-103 of the collective pitch control installation, where the gear locking pin P/N MS16555-628 fell out of its seat. This caused the loss of the pilot and co-pilot engine throttles synchronicity.</p> <p>This non conformity, if not detected and corrected, could lead to the loss of the manual engine throttle and consequent loss of control of the helicopter.</p> <p>To address this unsafe condition, pending the development of a modification, EASA issued Emergency AD 2010-0142-E, to require repetitive inspections of the pilot and co-pilot control box assemblies and the accomplishment of the associated corrective actions, as necessary.</p> <p>Since that AD was issued, Agusta has developed a modification to the pilot and co-pilot control box assemblies that will remedy the problem and prevent recurrence.</p> <p>For the reasons described above, this new AD, which supersedes EASA AD 2010-0142-E, requires repetitive inspections of the affected Pilot and Co-pilot Control Box Assemblies and replacement with modified units.</p>
<p>Effective Date:</p>	<p>25 May 2011</p>

<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) Within 5 flight hours (FH) or 21 days, whichever occurs first after the effective date of this AD, and thereafter at intervals not to exceed 50 FH, inspect the pilot control box assembly P/N 109-0010-81-103 and co-pilot control box assembly P/N 109-0010-81-107 to verify that the gear locking pin is correctly installed in its seat, in accordance with the instructions of Agusta Alert Bollettino Tecnico (BT) 119-39 Revision A.</li> <li>(2) If, during any inspection as required by paragraph (1) of this AD, the gear locking pin is not present or partially out of its seat, or recessed for more than 2.00 mm, before next flight, replace the affected control box with a control box that has been modified in accordance with the instructions of Part III of Agusta Alert BT 119-39 Revision A.</li> <li>(3) Unless already accomplished as required by paragraph (2) of this AD, within 8 calendar months after the effective date of this AD, modify both pilot control box assembly P/N 109-0010-81-103 and co-pilot control box assembly P/N 109-0010-81-107, in accordance with the instructions of Part III of Agusta Alert BT 119-39 Revision A.</li> <li>(4) Modification of a helicopter as required by paragraph (3) of this AD constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that helicopter.</li> <li>(5) From the effective date of this AD, do not install a pilot control box assembly P/N 109-0010-81-103 or a co-pilot control box assembly P/N 109-0010-81-107 on any helicopter, unless the control box assembly has been modified in accordance with the instructions of Part III of Agusta Alert BT 119-39 Revision A.</li> </ol>
<p>Ref. Publications:</p>	<p>Agusta Alert BT 119-39 Revision A dated 23 May 2011.</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. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification.</li> <li>3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification 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. Customer Support – Via del Gregge 100; 21015 Lonate Pozzolo (VA) – Italy; Telephone: + 39 0331 664873; Fax: + 39 0331 664680; E-mail: <a href="mailto:absereng@agustawestland.com">absereng@agustawestland.com</a> .</li> </ol>