EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	AD No.: 2011-0226-E **Date: 02 December 2011** 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.

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].

Type Approval Holder's Name :	**Type/Model designation(s) :**
Agusta S.p.A.	AW139 helicopters

TCDS Number:	EASA.R.006
Foreign AD:	Not applicable
Supersedure:	None

ATA 27	**Flight Control – Collective Control System – Inspection / Installation**
Manufacturer(s):	AgustaWestland S.p.A.
Applicability:	AW139 helicopters Serial Numbers (S/N) 31306, 31314, 31317, 31319, 31320, 31322, 31323 and from S/N 31325 to S/N 31345 (except S/N 31329, S/N 31333, S/N 31338, S/N 31339 and S/N 31341) not having yet performed the first 1-year inspection.
Reason:	An occurrence of incorrect installation of a collective control rod has been reported. This discrepancy was identified in service, during the accomplishment of the first 1-year inspection performed on the helicopter. The results of the subsequent technical investigation, carried out by AgustaWestland, concluded that this discrepancy could potentially affect a number of helicopters for which the production quality control did not require recording the applied torque on the bolt attaching the collective control rod to the torque tube. This condition, if not detected and corrected, could lead to in-flight detachment of the collective control rod, resulting in loss of control of the helicopter. To address this unsafe condition, AgustaWestland have developed Bollettino Tecnico (BT) 139-275, which gives instructions to inspect the proper installation of the affected collective control rod. For the reasons described above, this AD requires accomplishment of an inspection of the flight control rods (C2) and, depending on findings, proper re-installation of the affected parts.
Effective Date:	03 December 2011

Required Action(s) and Compliance Time(s):	Required as indicated, unless already accomplished: (1) Within 5 flight hours or 1 week, whichever occurs first after the effective date of this AD, accomplish a visual inspection of the connection between the flight control rod C2 and the torque tube C3, in accordance with the Compliance Instructions of AgustaWestland BT 139-275. (2) If any discrepancy is identified during the inspection as required by paragraph (1) of this AD, before next flight, re-install the flight control rods in accordance with the Compliance Instructions of AgustaWestland BT 139-275.
Ref. Publications:	AgustaWestland BT 139-275, dated 1 December 2011. 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 safety assessment has required not to implement the full consultation process and an immediate publication and notification. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive 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.