


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2012-0076R2</b></p> <p><b>Date: 20 February 2014</b></p> <p>Note: This 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>		
<p><b>Type Approval Holder's Name :</b> AGUSTAWESTLAND S.p.A.</p>	<p><b>Type/Model designation(s) :</b> AB139 and AW139 helicopters</p>	
TCDS Number:	EASA.R.006	
Foreign AD:	Not applicable	
Revision:	This AD revises EASA AD 2012-0076R1 dated 13 July 2012. The original issue of that AD superseded EASA AD 2012-0030 dated 17 February 2012.	
<b>ATA 64</b>	<b>Tail Rotor – Tail Rotor Blades – Inspection / Replacement</b>	
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>In early 2011, an occurrence was reported of tail rotor (T/R) dynamic unbalance on an AW139 helicopter.</p> <p>Pending the results of the investigation for that occurrence, EASA issued AD 2011-0081 to require, as a precautionary measure, repetitive inspections of the T/R blades and, in case of findings, the accomplishment of applicable corrective actions.</p> <p>After that AD was issued, on 19 August 2011, a fatal accident occurred with another AW139 helicopter, possibly caused by cracks in a T/R blade.</p> <p>This condition, if not detected and corrected, could lead to a T/R structural failure, resulting in loss of control of the helicopter.</p> <p>To address this condition, EASA AD 2011-0156-E was issued to require repetitive inspections of T/R blade Part Number (P/N) 3G6410A00131 or P/N 4G6410A00131 and to set life limits for those blades.</p> <p>Since EASA AD 2011-00156-E was issued, improved design T/R blades with P/N 3G6410A00132 and P/N 4G6410A00132 have been developed and can be installed on a helicopter.</p> <p>EASA issued AD 2012-0030 which added repetitive inspections of the improved T/R blades and accomplishment of corrective actions in case of</p>	

	<p>discrepancy. It also imposed life limits to the improved T/R blades (improved T/R blades and “original” T/R blades have different life limits).</p> <p>Since EASA AD 2012-0030 was issued, another version of improved T/R blades, with different materials, has been developed and can be installed on a helicopter. These new blades are identified with P/N 3G6410A00133 and P/N 4G6410A00133.</p> <p>EASA issued AD 2012-0076, which retained the inspection requirements of EASA AD 2012-0030, which was superseded, and indicated interim life limits to the new version of improved T/R blades (each T/R blade P/N has its own life limit).</p> <p>Since EASA AD 2012-0076 was issued, a modification was approved to allow installation of T/R blades of different P/Ns under certain conditions and Revision 1 of this AD was issued to allow installation of T/R blades of different P/Ns on a helicopter.</p> <p>Since EASA AD 2012-0076 Revision 1 was issued, a modification was approved to:</p> <ul style="list-style-type: none"> <li>- remove the 25 flight hours (FH) inspections of the T/R blades P/N 3G6410A00132 and P/N 4G6410A00132.</li> <li>- remove the 25 FH inspections of the T/R blades P/N 3G6410A00133 and P/N 4G6410A00133.</li> <li>- extend the life limit of the T/R blades P/N 3G6410A00133 and P/N 4G6410A00133.</li> </ul> <p>In addition, the life limit of the T/R blades P/N 3G6410A00132 and P/N 4G6410A00132 have been incorporated into the AW139 AMPI Chapter 4 Airworthiness Limitations Section. Operators are expected to comply with all the actions specified in AW139 AMPI Chapter 4 Airworthiness Limitations Section latest issue.</p> <p>AgustaWestland revised the applicable Bollettino Tecnico (BT) 139-265, BT 139-285 and BT 139-286 accordingly.</p> <p>For the reasons described above, this AD is revised and requires repetitive inspections of T/R blades having P/N 3G6410A00131 or P/N 4G6410A00131 and, depending on findings, accomplishment of applicable corrective actions.</p> <p>Note: Where this AD refers to life limit for T/R blades P/N 3G6410A00131 or P/N 4G6410A00131, AgustaWestland specifies “quarantine limits” in BT 139-265 Revision B.</p>
Effective Date:	<p>Revision 2: 27 February 2014</p> <p>Revision 1: 20 July 2012</p> <p>Original issue: 16 May 2012</p>
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless already accomplished:</p> <p><b>For helicopters equipped with T/R blades P/N 3G6410A00131 or P/N 4G6410A00131.</b></p> <ol style="list-style-type: none"> <li>(1) Within 25 FH after 25 August 2011 [the effective date of EASA AD 2011-0156-E], and, thereafter, at intervals not to exceed 25 FH, inspect the T/R blades in accordance with the instructions of Part I of Agusta Alert BT 139-265.</li> <li>(2) From the effective date of this AD, before exceeding 600 FH or 1 500 flight cycles, whichever occurs first since first installation of a blade on a helicopter, replace each T/R blade with a serviceable unit.</li> <li>(3) Deleted.</li> <li>(4) Deleted.</li> </ol>

	<p>(5) Deleted.</p> <p>(6) Deleted.</p> <p>(7) If, during any inspection as required by paragraph (1) of this AD, any discrepancy is detected, before next flight, contact AgustaWestland for approved corrective action instructions and accomplish those instructions within the compliance time specified therein.</p> <p>(8) For any T/R blade where the FC, accumulated since first installation on a helicopter, cannot be determined, the FH accumulated by the T/R blade since first installation on a helicopter must be multiplied by a factor of 4 (four), as described in Agusta Alert BT 139-265, to determine the replacement time for that blade, as required by paragraph (2) of this AD.</p> <p><b>Note:</b> For the purpose of this AD, a serviceable T/R blade is a T/R blade P/N 3G6410A00131 or P/N 4G6410A00131 that has not yet accumulated 600 FH or 1 500 FC since first installation on a helicopter, <b>or</b> a T/R blade P/N 3G6410A00132 or P/N 4G6410A00132, <b>or</b> a T/R blade P/N 3G6410A00133 or P/N 4G6410A00133 that has not yet reached the life limit published in the AW139 AMPI Chapter 4 Airworthiness Limitations Section latest issue.</p> <p><b>For all helicopters:</b></p> <p>(9) From the effective date of this AD, do not install on any helicopter a T/R blade having P/N 3G6410A00131 or P/N 4G6410A00131, unless the T/R blade is in compliance with the requirements of this AD.</p> <p>(10) From the effective date of this AD, a combination of T/R blades having different P/Ns can be installed on the same helicopter. The eligible combinations of T/R blades P/N are listed in Agusta BT 139-265.</p>
Ref. Publications:	<p>AgustaWestland Alert BT 139-265, original issue dated 25 August 2011 or Revision A dated 12 July 2012 or Revision B dated 18 February 2014.</p> <p>AgustaWestland BT 139-285 Revision B dated 18 February 2014.</p> <p>AgustaWestland BT139-286 Revision B dated 18 February 2014.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<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 required action and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive 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. E-mail: <a href="mailto:aw139.mbx@agustawestland.com">aw139.mbx@agustawestland.com</a>.</li> </ol>