



## Emergency Airworthiness Directive

**AD No.:** 2017-0175-E

**Issued:** 13 September 2017

Note: This Emergency 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:** 15 September 2017

**TCDS Number(s):** EASA.R.006

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 62 – Main Rotor – Main Rotor Blades – Inspection / Replacement

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**Manufacturer(s):**

Leonardo S.p.A. Helicopters (formerly Finmeccanica S.p.A., AgustaWestland S.p.A., Agusta S.p.A.)

**Applicability:**

AB139 and AW139 helicopters, all serial numbers (s/n).

**Reason:**

An occurrence was reported of in-flight loss of the main rotor blade (MRB) tip cap on an AW139 helicopter. The pilot was able to maintain control of the helicopter and landed safely. Investigation determined an incorrect bonding procedure of the tip cap in production as cause of the occurrence, and identified the MRBs on which that procedure has been accomplished.

This condition, if not detected and corrected, could lead to loss of MRB tip cap, possibly resulting in increased pilot workload and reduced control of the helicopter.

Prompted by this occurrence, Leonardo issued Emergency Alert Service Bulletin (ASB) 139-508, providing instructions to accomplish tapping inspections and replacement of the affected MRB.

For the reasons described above, this AD requires a one-time inspection of the affected MRBs and, depending on findings, replacement. This AD also requires replacement of the affected MRBs with serviceable ones.



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

Required as indicated, unless accomplished previously:

Note 1: MRB Part Number (P/N) 3G6210A00131, s/n 3615, 3634, 3667 and 3729, are hereafter referred to as 'affected MRB' in this AD. A serviceable MRB is an MRB with P/N 3G6210A00131, with any other s/n, or an affected MRB with the letter "R" (repaired, tip cap replaced in shop) as final digit of the s/n.

Note 2: Leonardo Emergency ASB 139-508 is hereafter referred to as "the ASB" in this AD.

**Inspection:**

(1) Within 5 flight hours (FH) after the effective date of this AD, inspect each affected MRB (see Note 1 of this AD) in accordance with the instructions of Part I of the ASB.

**Corrective Action(s):**

(2) If, during the inspection as required by paragraph (1) this AD, debonding is found on a MRB, before next flight, replace that MRB with a serviceable MRB (see Note 1 of this AD) in accordance with the instructions of Part I of the ASB.

**Replacement:**

(3) Unless already accomplished as required by paragraph (2) of this AD, within 10 FH after the effective date of this AD, replace each affected MRB (see Note 1 of this AD) with a serviceable MRB in accordance with the instructions of Part II of the ASB.

**Parts Installation:**

(4) From the effective date of this AD, it is allowed to install an MRB P/N 3G6210A00131 on a helicopter, provided the MRB is a serviceable MRB, as defined in Note 1 of this AD.

**Ref. Publications:**

Leonardo S.p.A. Helicopters SB 139-508 original issue, dated 12 September 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 results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. For any question concerning the technical content of the requirements in this AD, please contact: Leonardo S.p.A. Helicopters. E-mail: [cse.aw139.AW@leonardocompany.com](mailto:cse.aw139.AW@leonardocompany.com).

