

Airworthiness Directive

AD No.: 2025-0094**Issued:** 24 April 2025

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

LEONARDO S.p.A.

Type/Model designation(s):

AB139 and AW139 helicopters

Effective Date: 08 May 2025**TCDS Number(s):** EASA.R.006**Foreign AD:** Not applicable**Supersedure:** None

ATA 24 – Electrical Power – Overhead Panel Wires Interference – Inspection / Modification

Manufacturer(s):

Leonardo S.p.A. Helicopters, formerly Finmeccanica S.p.A, AgustaWestland S.p.A., Agusta S.p.A.; and AgustaWestland Philadelphia Corporation, formerly Agusta Aerospace Corporation

Applicability:

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

Definitions:

For the purpose of this AD, the following definitions apply:

The ASB: Leonardo Alert Service Bulletin (ASB) 139-801.

Groups: Group 1 helicopters are those having s/n 31005 to 32087 (inclusive), 41001 to 41598 (inclusive) and 41801 to 41812 (inclusive), except those identified by an s/n in the Appendix 1 of this AD. Group 2 helicopters are all helicopters, which are not Group 1.



Reason:

An occurrence was reported of interference found in the overhead panel area between electrical cables and adjacent connectors.

This condition, if not detected and corrected, could lead to damage of the electrical cables, possibly resulting in a fire in the overhead panel and loss of control of the helicopter.

To address this potential unsafe condition, Leonardo issued the ASB providing instructions to inspect the overhead panel cable harnesses and connectors to detect possible interference and damage of the cables and, for certain helicopters, to modify the overhead panel.

For the reasons described above, this AD requires, for certain helicopters, an initial one-time detailed inspection (DET) and modification of the overhead panel, and, for all helicopters, repetitive inspections of the wiring inside the overhead panel, and depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Inspection(s):

- (1) For Group 1 helicopters: Within 150 flight hours (FH) or 12 months, whichever occur first after the effective date of this AD, accomplish a DET inside the overhead panel in accordance with the instructions of Part I of the ASB.
- (2) For Group 1 and Group 2 helicopters: Within the compliance time specified in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 300 FH or 12 months, whichever occurs first, accomplish a DET inside the overhead panel in accordance with the instructions of Part II of the ASB.

Table 1 – Initial Inspection

Group	Compliance Time
1	Within 300 FH or 12 months, whichever occurs first after the inspection as required by paragraph (1) of this AD
2	Within 300 FH or 12 months, whichever occurs first after the effective date of this AD

Corrective Action(s):

- (3) If, during the inspection as required by paragraph (1) of this AD, any discrepancy is detected, as identified in the ASB, before next flight, accomplish the applicable corrective action(s) in



accordance with the instructions of Part I.

- (4) If, during any inspection as required by paragraph (2) of this AD, any discrepancy is detected, as identified in the ASB, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of Part II of the ASB.

Modification:

- (5) For Group 1 helicopters: Before next flight after the inspection as required by paragraph (1) of this AD, modify the overhead panel assembly in accordance with the instructions of Part I of the ASB.

Terminating Action(s):

- (6) None.

Reporting:

- (7) If, during any DET as required by paragraph (1) or (2) of this AD, as applicable, discrepancies are detected, as identified in the ASB, within 30 days after that DET, or after the effective date of this AD, whichever occurs later, report the results to Leonardo. The ASB provides instructions which are acceptable to comply with this requirement.

Ref. Publications:

Leonardo S.p.A. Helicopters ASB 139-801 original issue dated 31 March 2025.

The use of later approved revisions of the above-mentioned 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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 22 May 2025. Only if any comment is received during the consultation period, a Comment Response Document will be published in the [EASA Safety Publications Tool](#), in a compressed ('zipped') file, attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than



those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

5. For any question concerning the technical content of the requirements in this AD, please contact: Leonardo S.p.A. Helicopters. E-mail: engineering.support.lhd@leonardocompany.com.



Appendix 1

Helicopter s/n excluded from Group 1		
31007	32061	32077
31994	32064	32079
32001	32065	32080
32007	32068	32081
32008	32071	32082
32045	32072	32083
32046	32073	32084
32051	32074	32085
32055	32075	32086

