

Avis d'émission d'une Directive de Navigabilité (AD)* par

☒ l'EASA, European Aviation Safety Agency

☐ l'autorité primaire d'un matériel étranger

Les examens ou modifications décrits ou rappelés ci-dessous sont impératifs. La non application des exigences contenues dans la Directive de Navigabilité citée ci-dessous entraîne l'incapacité au vol de l'aéronef concerné.

(Envoi 04/2012 du 22 février 2012)

Directive de Navigabilité de l'EASA de référence 2012-0030

AGUSTA S.p.a

Hélicoptères AGUSTA AW139

Rotor de queue - Pales de rotor de queue - Inspection Remplacement

Cette AD annule et remplace l'AD EASA 2011-0156-E.

S'agissant d'un hélicoptère de plus de 5,7 tonnes de MTOW, il n'est pas proposé de traduction de l'AD jointe.


Nota pour les exploitants et organismes d'entretien d'aéronefs inscrits au registre français :

Si l'AD jointe invite à un contact vers l'autorité primaire de l'AD, contacter le bureau concerné du département certification-produits de l'EASA.

Si pour l'exécution d'une tâche donnée, l'AD jointe se réfère à une qualification de personnel répondant à une réglementation nationale, il est possible de faire intervenir, pour cette tâche, du personnel de qualification équivalente acceptée dans l'Union Européenne.

Si l'AD jointe se réfère à une donnée de navigabilité ou une instruction pour le maintien de la navigabilité (Manuel de Vol, Manuel de Maintenance, ...) qui n'est pas celle approuvée ou pas celle en vigueur en France ou si l'AD jointe présente une difficulté d'application liée à sa spécificité nationale, exposer le problème auprès du département Navigabilité Aéronef d'OSAC (par courriel à "contact@osac.aero" ou par fax au 01 46 42 65 39) ou auprès du bureau concerné du département certification-produits de l'EASA.

* Cette AD est exigible au titre du règlement Européen 1702/2003 ou de la Décision n° 2/2003 de l'EASA.

EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2012-0030</p> <p>Date: 17 February 2012</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 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>Type Approval Holder's Name :</p> <p>AgustaWestland S.p.A.</p>	<p>Type/Model designation(s) :</p> <p>AB139 and AW139 helicopters</p>
<p>TCDS Number: EASA.R.006</p>	
<p>Foreign AD: Not applicable</p>	
<p>Supersedure: This AD supersedes EASA AD No. 2011-0156-E dated 25 August 2011.</p>	
ATA 64	Tail Rotor – Tail Rotor Blades – Inspection / Replacement
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 into 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 TR 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 2011-0156-E was issued, improved T/R blades with P/N 3G6410A00132 and P/N 4G6410A00132 have been developed and can be installed on a helicopter.</p>

	<p>For the reasons described above, this AD retains the requirements of EASA AD 2011-0156-E, which is superseded, adds repetitive inspections of the improved T/R blades and accomplishment of corrective actions in case of discrepancy. It also imposes life limits to the improved T/R blades (improved T/R blades and "original" T/R blades have different life limits). Following technical investigations, the life limits of the "original" T/R blade might be increased.</p> <p>Note: Where this AD refers to life limits for the parts, Agusta specify quarantine limits in Agusta Alert Bollettino Tecnico (BT) 139-265 and Agusta BT 139-285.</p>
Effective Date:	02 March 2012
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless already accomplished:</p> <p>For helicopters equipped with T/R blades P/N 3G6410A00131 or P/N 4G6410A00131:</p> <ol style="list-style-type: none"> (1) Within 25 Flight Hours (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. (2) From 25 August 2011 [the effective date of EASA AD 2011-0156-E], for T/R blades that had not yet accumulated 600 FH or 1 500 flight cycles (FC), whichever occurs first since first installation on a helicopter, prior to or upon, accumulation of 600 FH or 1 500 FC by the blade, whichever occurs first, replace each T/R blade with a serviceable unit. <p>For helicopters equipped with T/R blades P/N 3G6410A00132 or P/N 4G6410A00132:</p> <ol style="list-style-type: none"> (3) Within 25 FH after the effective date of this AD, and, thereafter, at intervals not to exceed 25 FH, inspect the T/R blades in accordance with the instructions of Part I of Agusta BT 139-285. (4) From the effective date of this AD, for T/R blades that have not yet accumulated 1 200 FH or 3 200 FC, whichever occurs first since first installation on a helicopter, prior to or upon, accumulation of 1 200 FH or 3 200 FC by the blade, whichever occurs first, replace each T/R blade with a serviceable unit. (5) From the effective date of this AD, do not install on any helicopter a T/R blade P/N 3G6410A00132 or P/N 4G6410A00132 having accumulated or exceeded 1 200 FH or 3 200 FC, whichever occurs first since first installation on a helicopter. <p>Requirements valid for all T/R blades P/N:</p> <ol style="list-style-type: none"> (6) If, during any inspection as required by paragraph (1) or (3), any discrepancy is detected, before next flight, contact AgustaWestland for corrective actions and accomplish those actions within the specified compliance time. (7) 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 and BT 139-285, to determine the replacement time for that blade, as required by paragraph (2) or (4) or (5) of this AD, as applicable. <p>Note: 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, or a T/R blade P/N 3G6410A00132 or P/N 4G6410A00132 that has not yet accumulated 1 200 FH or 3 200 FC since first installation on a helicopter.</p>

	<p>(8) From the effective date of this AD, do not install on any helicopter a T/R blade unless the T/R blade is serviceable.</p> <p>(9) From the effective date of this AD, T/R blades P/N 3G6410A00132 or P/N 4G6410A00132 cannot be installed in combination with T/R blades P/N 3G6410A00131 or P/N 4G6410A00131 on the same helicopter.</p>
Ref. Publications:	<p>Agusta Alert BT 139-265, original issue dated 25 August 2011.</p> <p>Agusta BT 139-285, original issue dated 11 February 2012.</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"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 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. 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 Agusta S.p.A. E-mail: aw139.mbx@agustawestland.com.

EASA Form 110