

## **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'inaptitude au vol de l'aéronef concerné.

**(Envoi 08/2023 du 12 avril 2023)**

**Directive de Navigabilité de l'EASA de référence 2023-0071**

**LEONARDO S.p.A.**

**AB139 and AW139**

**Main Rotor – Pitch Link Upper Rod End Assembly – Inspection**

### **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 de la direction des méthodes 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 748/2012.

## Emergency Airworthiness Directive

**AD No.:** 2023-0071-E

**Issued:** 31 March 2023

Note: This Emergency 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:** 04 April 2023

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

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 62 – Main Rotor – Pitch Link Upper Rod End Assembly – Inspection

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**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:

**Affected part:** Main rotor (MR) pitch link upper rod end assembly having Part Number (P/N) 3G6230A01133 and having an s/n as specified in Annex A of the ASB; except those that either passed an inspection (no discrepancies found) in accordance with the instructions of Part I of the ASB, or are identified with a letter 'R' after the s/n.

**Serviceable part:** Any MR pitch link upper rod end assembly having P/N 3G6230A01133 that is not an affected part, as defined in this AD.

**The ASB:** Leonardo Emergency Alert Service Bulletin (ASB) 139-754.

**Groups:** Group 1 helicopters are those that have an affected part installed. Group 2 helicopters are those that do not have an affected part installed.

**Reason:**

An occurrence was reported of excessive play of the bearing installed in an affected part. Subsequent investigation results revealed that the excessive play was due to an incorrect bearing installation, occurred in production.

This condition, if not detected and corrected, could lead to the fracture of the affected part, possibly resulting in failure of the MR pitch link, and consequent loss of control of the helicopter.

To address this potential unsafe condition, Leonardo issued the ASB to provide the list of affected parts and inspection and re-identification instructions.

For the reason described above, this AD requires a one-time dimensional check of the affected part and, depending on findings, replacement and re-identification of the affected parts.

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

Required as indicated, unless accomplished previously:

**Inspection:**

- (1) For Group 1 helicopters: Before next flight after the effective date of this AD, accomplish a dimensional check of the affected part in accordance with the instructions of Part I of the ASB.

**Corrective Action(s):**

- (2) If, during the check as required by paragraph (1) of this AD, any discrepancy as specified in the ASB is detected, before next flight, replace the affected part with a serviceable part, as defined in this AD, in accordance with the instructions of Part I of the ASB, contact Leonardo for further instructions and accomplish those instructions accordingly.
- (3) Within 25 flight hours, or at the next removal of an affected part, whichever occurs first after having passed the dimensional check of that part as required by paragraph (1) of this AD, re-identify that part with letter 'R' after its s/n, in accordance with the instructions of the ASB.

**Part(s) Installation:**

- (4) For Group 1 and Group 2 helicopters: From the effective date of this AD, do not install on any helicopter an affected part.

**Ref. Publications:**

Leonardo Emergency ASB 139-754 original issue dated 31 March 2023.

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. 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. 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@leonardo.com](mailto:engineering.support.lhd@leonardo.com).