

**2009-19-51 Agusta S.p.A.:** Amendment 39-16129; Docket No. FAA-2009- 1125; Directorate Identifier 2009-SW-50-AD.

## **Applicability**

This AD applies to Model AB139 and AW139 helicopters, certificated in any category.

## **Compliance**

Required as indicated.

To prevent failure of a tailboom and subsequent loss of control of the helicopter, do the following:

(a) Using the large end of the head of an aluminum hammer, part number 109-3101-58-2 (GF-06-00), tap inspect the full skin surface of the tailboom between Stations 8700 and 11019.5 for a hollow or dull sound, which will indicate a bond separation or debond area. Do the inspections at the following intervals:

(1) For helicopters, serial number (S/N) 31006, 31020, 31022, 31042, 31136, 31157, and 31248, within 5-hours time-in-service (TIS), unless done previously, and thereafter at intervals not to exceed 50-hours TIS.

**Note 1:** Agusta Alert Bollettino Tecnico Nos. 139-193, and 139- 194, both dated September 3, 2009 (ABTs), contain guidance on accomplishing the required actions of this AD. Following the Compliance Instructions in the ABTs accomplishes the requirements of this AD.

(2) For all helicopters, except S/N 31006, 31020, 31022, 31042, 31136, 31157, and 31248, within 25-hours TIS or 30 days, whichever occurs first, unless done previously, and thereafter at intervals not to exceed 50-hours TIS.

(b) If you find any bond separation, use the small end of the head of the hammer to identify the edges of the debonded area. If the debonded area goes beyond the strake, remove the strake. Using a marking pen or chalk, mark the edge of the debonded area.

(1) Measure the surface area of each debonded area, the distance between the edges of the debonded areas, and the distance of the edge of each debonded area from the edge of the bond joint.

(2) Before further flight, repair the tailboom using FAA- approved data and procedures if:

(i) The debonded area exceeds 320 mm (12.2 in),

(ii) The distance between the edges of any two debonded areas is less than or equal to three times the largest debond dimension of the two debonded areas measured on a line between the centers of the two debonded areas, or

(iii) The edge of any debonded area is less than 3 mm (0.118 in) from the edge of the panel bond joint.

(c) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Safety Management Group, ATTN: DOT/FAA Southwest Region, Sharon Miles, ASW-111, Aviation Safety Engineer, Rotorcraft Directorate, Regulations and Guidance Group, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5122, fax (817) 222-5961, for information about previously approved alternative methods of compliance.

(d) Special flight permits will not be issued.

(e) Copies of the applicable service information may be obtained from Agusta, Via Giovanni Agusta, 520 21017 Cascina Costa di Samarate (VA), Italy, telephone 39 0331-229111, fax 39 0331-229605/222595, or at [http://customersupport.agusta.com/technical\\_advice.php](http://customersupport.agusta.com/technical_advice.php).

(f) The JASC Code for this part is Code 5302: Rotorcraft Tailboom.

**Note 2:** The subject of this AD is addressed in European Aviation Safety Agency AD No. 2009-0198-E, dated September 4, 2009.

(g) This amendment becomes effective on February 8, 2010, to all persons except those persons to whom it was made immediately effective by Emergency AD 2009-19-51, issued September 16, 2009, which contained the requirements of this amendment.