



**DATE: July 16, 2010**  
**AD #: 2010-15-51**

This Emergency Airworthiness Directive (AD) is prompted by a report that an engine rotary variable differential transformer (RVDT) control gear locking pin (locking pin) that was installed on a Model AW119 MKII helicopter moved from its proper position, resulting in loss of connectivity of the pilot and copilot throttle controls. Investigation revealed that the pilot's locking pin had moved from its proper position, which resulted in the loss of the copilot throttle control. The actions specified by this AD are intended to prevent the RVDT locking pin from moving from its proper position, which could lead to loss of manual engine throttle control, and subsequent loss of control of the helicopter.

We have reviewed Agusta Alert Bollettino Tecnico No. 119-39, dated July 2, 2010 (ABT). The ABT describes procedures for inspecting the pilot and copilot control box assembly (control box) for correct positioning of the locking pin. The ABT states that the investigation is still in progress to find a solution to the malfunction. The instructions in the ABT are prescribed as precautionary pending future corrective action.

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, notified us that an unsafe condition may exist on Agusta Model A119 and AW119 MKII helicopters. EASA advises of a nonconformity of certain control boxes, unseating of a locking pin, and loss of the pilot and co-pilot engine throttle synchronicity. This condition, if not detected and corrected, could lead to the loss of manual engine throttle control and consequent loss of control of the helicopter. EASA classified the ABT as mandatory and issued AD No. 2010-0142-E, dated July 5, 2010, to ensure the continued airworthiness of these helicopters.

These helicopter models are manufactured in Italy and are type certificated for operation in the United States under the provisions of 14 CFR 21.29 and the applicable bilateral agreement. Pursuant to the applicable bilateral agreement, EASA has kept us informed of the situation described. We have examined the findings of EASA, reviewed all available information, and determined that AD action is necessary for products of these type designs that are certificated for operation in the United States.

This unsafe condition is likely to exist or develop on other helicopters of these same type designs. Therefore, this AD requires, within 5 hours time-in-service (TIS), and thereafter at intervals not to exceed 50 hours TIS, removing the cover of the pilot and copilot control boxes and inspecting the locking pins for proper position. If the locking pin is recessed or extended in excess of 2.0 millimeters from the face of the pin bore, or missing, before further flight, replacing the control box with an airworthy control box that has been inspected in accordance with paragraph (a) of the AD is required. Replacing the control box does not constitute terminating action for the inspection requirements of the AD. This AD differs from EASA Emergency AD No. 2010-0142-E in that we use the term "hours time-in-service" rather than "flight hours." Also, we clarified the inspection requirements and do not use the calendar date of August 31, 2010 as a required compliance time.

This rule is issued under 49 U.S.C. Section 44701 pursuant to the authority delegated to me by the Administrator, and is effective immediately upon receipt of this emergency AD.

**2010-15-51 AGUSTA S.p.A.:** Directorate Identifier 2010-SW-071-AD.

Applicability: Model A119 and AW119 MKII helicopters, with pilot control box assembly (control box), part number (P/N) 109-0010-81-103 and co-pilot control box, P/N 109-0010-81-107, installed, certificated in any category.

Compliance: Required as indicated.

To detect a missing, or improperly fitted, engine rotary variable differential transformer (RVDT) control gear locking pin (locking pin), P/N MS16555-628, which could lead to loss of manual engine throttle control, and subsequent loss of control of the helicopter, accomplish the following:

(a) Within 5 hours time-in-service (TIS) unless accomplished previously, and thereafter at intervals not to exceed 50 hours TIS, remove the cover of the pilot and copilot control boxes and inspect the locking pins for proper position by following the Compliance Instructions, Parts I and II, paragraphs 2. through 4.1 for the pilot control box and paragraphs 5. through 7.1 for the co-pilot control box, in Agusta Alert Bollettino Tecnico No. 119-39, dated July 2, 2010.

(b) If the locking pin is recessed or extended in excess of 2.0 millimeters from the face of the pin bore, or missing, before further flight, replace the control box with an airworthy control box that has been inspected in accordance with paragraph (a) of this AD. **Replacing the control box does not constitute terminating action for the inspection requirements of this AD.**

(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, FAA, ATTN: Rao Edupuganti, Aviation Safety Engineer, Rotorcraft Directorate, Regulations and Policy Group, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-4389, fax (817) 222-5961, for information about previously approved alternative methods of compliance.

(d) The Joint Aircraft System/Component (JASC) Code is 6700: Rotors Flight Control.

(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) Emergency AD 2010-15-51, issued July 16, 2010, becomes effective upon receipt.

Note: The subject of this AD is addressed in European Aviation Safety Agency AD No. 2010-0142-E, dated July 5, 2010.

FOR FURTHER INFORMATION CONTACT: Rao Edupuganti, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Regulations and Policy Group, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-4389, fax (817) 222-5961.

Issued in Fort Worth, Texas, on July 16, 2010.

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