



Airworthiness Bulletin

AWB 67-007 Issue 1 – 07 Mar 2025

AW139 Tail Rotor Pedal Control Tube Cracking

An Airworthiness Bulletin is an advisory document that alerts, educates and makes recommendations about airworthiness matters.
Recommendations in this bulletin are not mandatory.

1. Effectivity

All AW139 aircraft.

2. Purpose

To advise owners, registered operators, pilots, maintenance organisations and Licensed Aircraft Maintenance Engineers of cracks found on multiple AW139 tail rotor pedal control tube assemblies.

A clear understanding of all potential causative factors needs to be established before any permanent solutions can be recommended through design, manufacturing, operational or maintenance changes.

At this time, the airworthiness concern described in this Airworthiness Bulletin is not considered an unsafe condition that would warrant an Airworthiness Directive to be issued under Part 39 of the Civil Aviation Safety Regulations 1998.

3. Background

CASA has been made aware of cracks found in the tail rotor pedal control tube assemblies of five (5) AW139 aircraft operating with three (3) different operators. See Figure 1 for indicative crack location and Figure 2 for an example of the cracking presented.

The cracking was first observed when an operator gained access to the area for unrelated defect rectification. The operator then launched a fleetwide investigation to find cracking on further aircraft, after which they have informed other AW139 operators known to them.

For the aircraft on which details are known at this time, CASA can confirm that:

- Cracking has presented on aircraft which are post Service Bulletin TB 139-302.
- Cracking has presented on aircraft with TSNs ranging from approximately 2,200 to 4,700 hours; and CSNs ranging from approximately 3,600 to 10,100 cycles.
- The Type Certificate holder has been notified by the operators affected, further to which CASA is having a dialogue to remain abreast of their analysis.

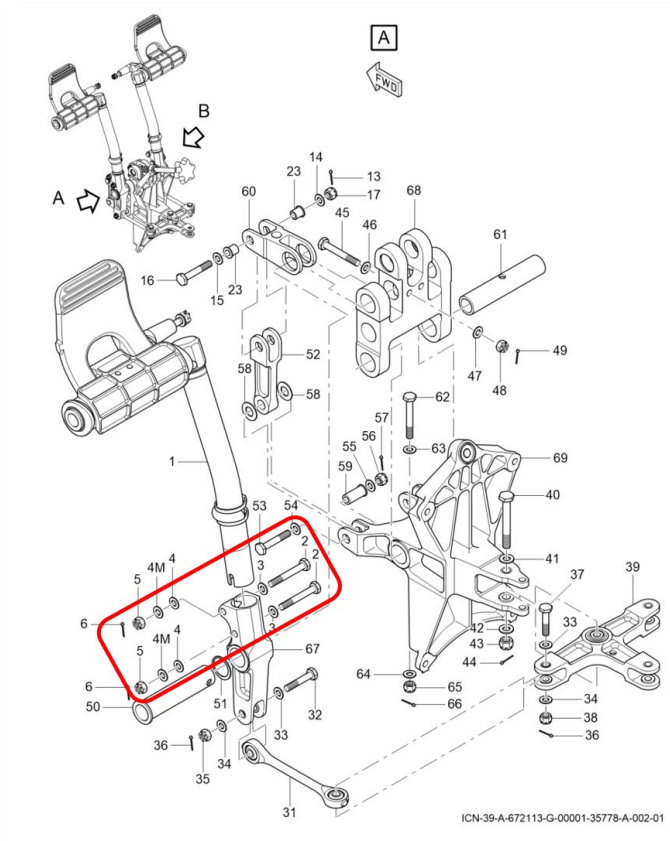


Figure 1. Indicative location of cracks found.



Figure 2. Crack presentation of the first finding reported to CASA.



4. Recommendations

The operator to first observe and report this cracking to CASA chose to conduct a two-phase fleetwide investigation, as follows:

1. GVI done on Pilot's and Co-pilot's RH and LH pedal assemblies on all aircraft within the fleet within 2 days; and then
2. DI to be done (10x magnification and torch/mirror as required) on Pilot's and Co-pilot's RH and LH pedal assemblies at the next 300 hourly heavy maintenance event.

Findings on additional aircraft were noted by the operator as a result of the initial GVI.

This specific inspection regime is not necessarily endorsed by CASA and we will continue to work with the Type Certificate holder until further guidance can be issued.

However, given the failure of a tube could lead to loss of tail rotor control, CASA strongly recommends that all AW139 operators conduct an urgent fleetwide inspection to a timeline and rigor appropriate to your fleet and risk-exposure.

5. Reporting

Findings of cracked tail rotor pedal control tubes must be reported to CASA as a major defect, under 51A of the Civil Aviation Regulations (1988) or 42.C.4 of the Civil Aviation Safety Regulations, as applicable. For further guidance on how to submit a report, refer to CASA Advisory Circular 20-06 which is available on the CASA website. The aircraft type certificate holder should also be notified to facilitate global monitoring of the issue.

Further to this, in the case of fleetwide inspections that yield nil findings across the entire fleet, CASA would appreciate if this could be informally reported to us via the email address provided in Section 6 below. Reporting of 'nil findings' is not a mandatory requirement, however, the data would be useful to CASA in better assessing the airworthiness issue and help to inform future up-issues of this AWB.

6. Enquiries

Enquiries with regard to the content of this Airworthiness Bulletin should be made via the direct link email address:

AirworthinessBulletin@casa.gov.au

or in writing, to:

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National Operations and Standards
Civil Aviation Safety Authority
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