Airworthiness Directive

AD No.: 2025-0094R2

Issued: 26 August 2026

Note: This 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:	**Type/Model designation(s):**
LEONARDO S.p.A.	AB139 and AW139 helicopters

Effective Date:	Revision 2: 02 September 2026 Revision 1: 10 July 2026 Original issue: 08 May 2025
TCDS Number(s):	EASA.R.006
Foreign AD:	Not applicable
Revision:	This AD revises EASA AD 2025-0094R1 dated 03 July 2026.

ATA 24 – Electrical Power – Overhead Panel Wires Interference – Inspection / Modification

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) from s/n 31201 to 32999 inclusive, and from s/n 41201 to 41999 inclusive.

Definitions:

For the purpose of this AD, the following definitions apply:

The ASB: Leonardo Alert Service Bulletin (ASB) 139-801.

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Groups: Group 1 helicopters are those having s/n 31201 to 32087 (inclusive), 41201 to 41598 (inclusive) and 41801 to 41812 (inclusive), except those identified by an s/n in the Appendix 1 of this AD. Group 2 helicopters are all helicopters, which are not Group 1.

Reason:

An occurrence was reported of interference found in the overhead panel area between electrical cables and adjacent connectors.

This condition, if not detected and corrected, could lead to damage of the electrical cables, possibly resulting in a fire in the overhead panel and loss of control of the helicopter.

To address this potential unsafe condition, Leonardo issued the ASB providing instructions to inspect the overhead panel cable harnesses and connectors to detect possible interference and damage of the cables and, for certain helicopters, to modify the overhead panel. Consequently, EASA published AD 2025-0094 to require, for certain helicopters, an initial one-time detailed inspection (DET) and modification of the overhead panel, and, for all helicopters, repetitive inspections of the wiring inside the overhead panel, and depending on findings, accomplishment of applicable corrective action(s).

After that AD was issued, it has been confirmed that only the Long Nose configurations are affected by the potential unsafe condition and Leonardo published ASB 139-801 Revision A, limiting the ASB Effectivity section to the Long Nose helicopter configuration. Consequently, EASA AD 2025-0094 was revised to amend the Applicability and the Groups definition.

Since EASA AD 2025-0094R1 was issued, it was determined that additional s/n can be excluded by the Applicability. This AD is revised accordingly.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Inspection(s):

(1) For Group 1 helicopters: Within 150 flight hours (FH) or 12 months, whichever occur first after 08 May 2025 [the effective date of the original issue of this AD], accomplish a DET inside the overhead panel in accordance with the instructions of Part I of Section 3 of the ASB.

(2) For Group 1 and Group 2 helicopters: Within the compliance time specified in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 300 FH or 12 months, whichever occurs first, accomplish a DET inside the overhead panel in accordance with the instructions of Part II of Section 3 of the ASB.

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Table 1 – Initial Inspection

Group	Compliance Time
1	Within 300 FH or 12 months, whichever occurs first after the inspection as required by paragraph (1) of this AD
2	Within 300 FH or 12 months, whichever occurs first after 08 May 2025 [the effective date of the original issue of this AD]

Corrective Action(s):

(3) If, during the inspection as required by paragraph (1) of this AD, any discrepancy is detected, as identified in the ASB, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of Part I of Section 3 of the ASB.

(4) If, during any inspection as required by paragraph (2) of this AD, any discrepancy is detected, as identified in the ASB, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of Part II of Section 3 of the ASB.

Modification:

(5) For Group 1 helicopters: Before next flight after the inspection as required by paragraph (1) of this AD, modify the overhead panel assembly in accordance with the instructions of Part I of Section 3 of the ASB.

Terminating Action(s):

(6) None.

Reporting:

(7) If, during any DET as required by paragraph (1) or (2) of this AD, as applicable, discrepancies are detected, as identified in the ASB, within 30 days after that DET, or after 08 May 2025 [the effective date of the original issue of this AD], whichever occurs later, report the results to Leonardo. The ASB provides instructions that are acceptable to comply with this requirement.

Ref. Publications:

Leonardo S.p.A. Helicopters ASB 139-801 original issue dated 31 March 2025, or Revision A dated 24 February 2026.

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.

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2. Based on the required actions and the compliance time, the original issue of this AD was posted on 24 April 2025 as Final AD with Request for Comments, postponing the public consultation process until 22 May 2025. No comments were received during the consultation period.

3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: 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@leonardocompany.com.

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Appendix 1

Helicopter s/n excluded from Group 1		
	32061	32077
31994	32064	32079
32001	32065	32080
32007	32068	32081
32008	32071	32082
32045	32072	32083
32046	32073	32084
32051	32074	32085
32055	32075	32086

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