



Airworthiness Directive

AD No.: 2015-0190R1

Issued: 23 October 2015

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 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, 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 agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

AGUSTAWESTLAND S.p.A.

Type/Model designation(s):

A109A and A109All helicopters

Effective Date: Revision 1: 23 October 2015
Original issue: 22 September 2015

TCDS Number(s): EASA.R.005

Foreign AD: Not applicable

Revision: This AD revises EASA Emergency AD 2015-0190-E dated 18 September 2015.

ATA 62 – Main Rotor – Blades – Inspection

Manufacturer(s):

AgustaWestland S.p.A (formerly Agusta S.p.A.)

Applicability:

A109A and A109All helicopters, all serial numbers.

Reason:

Abnormal vibrations were reported during flight on an A109All helicopter. During post flight inspection, a crack was found on a main rotor blade (MRB) part number (P/N) 109-0103-01-9.

This condition, if not detected and corrected, could affect the structural integrity of the blade, possibly resulting in blade failure and loss of control of the helicopter.

Prompted by this finding, AgustaWestland issued Bollettino Tecnico (BT) 109-150, providing instructions for pre-flight and repetitive inspections of the affected MRB. Due to similarity of design, the inspections also apply to MRB P/N 109-0103-01-7 and P/N 109-0103-01-115.

For the reason described above, EASA issued AD 2015-0190-E to require pre-flight inspections and repetitive inspections of the affected MRB.

Since that AD was issued, it was determined that the repetitive inspections may be accomplished at extended intervals, and AgustaWestland issued BT 190-150 revision A.



This AD is revised accordingly to amend the repetitive inspection interval.

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

Required as indicated, unless accomplished previously:

Note 1: For the purpose of this AD, an affected MRB is identified by P/N 109-0103-01-7, or P/N 109-0103-01-9, or P/N 109-0103-01-115.

(1) Upon accumulating 500 flight hours (FH) by an affected MRB (see Note 1 of this AD) since first installation on a helicopter, or before next flight, whichever occurs later after 22 September 2015 [the effective date of the original issue of this AD], and, thereafter, before each flight, visually inspect that MRB in accordance with Part I of the compliance instructions of AgustaWestland BT 109-150.

Note 2: The inspections required by paragraph (1) of this AD may be accomplished by an appropriately trained and authorized flight crew member and/or pilot owner, in accordance with Commission Regulation (EU) [1321/2014](#) Part M and Part 145 provisions.

(2) Upon accumulating 500 FH by an affected MRB (see Note 1 of this AD) since first installation on a helicopter, or before first flight of any day, whichever occurs later after 22 September 2015 [the effective date of the original issue of this AD], and, thereafter, at intervals not exceeding 10 FH, inspect that MRB in accordance with Part II of the compliance instructions of AgustaWestland BT 109-150.

(3) If, during any inspection as required by paragraph (1) or (2) of this AD, as applicable, any crack is found, before next flight, replace the affected MRB with a serviceable MRB in accordance with the applicable maintenance manual.

(4) Replacement of a MRB on a helicopter as required by paragraph (3) of this AD does not constitute terminating action for the repetitive inspections required by paragraph (1) and (2) of this AD for that helicopter.

(5) Amendment of the applicable Rotorcraft Flight Manual (RFM) by inserting a copy of this AD, and thereafter, operating the helicopter accordingly, is an acceptable way to show compliance with paragraph (1) of this AD. After revising the RFM it is not necessary that accomplishment of individual inspections is recorded for demonstration of AD compliance on a continued basis.

Ref. Publications:

AgustaWestland BT 109-150 original issue dated 17 September 2015, or revision A dated 22 October 2015.

The use of later approved revisions of this 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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
3. Inquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.



4. For any question concerning the technical content of the requirements in this AD, please contact:
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