



## Airworthiness Directive

**AD No.:** 2020-0142

**Issued:** 25 June 2020

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, 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 (EU) 2018/1139, Article 71 exemption].

**Design Approval Holder's Name:**

LEONARDO S.p.A.

**Type/Model designation(s):**

A109A and A109All helicopters

**Effective Date:** 09 July 2020

**TCDS Number(s):** EASA.R.005

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2015-0097 dated 01 June 2015.

### ATA 65 – Tail Rotor Drive – Slider Assembly Pitch Control – Inspection / Replacement

**Manufacturer(s):**

Agusta S.p.A., Costruzioni Aeronautiche Giovanni Agusta

**Applicability:**

A109A and A109All helicopters, all serial numbers (s/n).

**Definitions:**

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

**The ASB:** Leonardo Alert Service Bulletin (ASB) 109-149 Revision A.

**Affected part:** Slider assembly pitch controls, having Part Number (P/N) 109-0130-11-7, except those marked with an 'R' after the s/n.

**Serviceable part:** Any slider assembly pitch control which is not an affected part.

**Groups:** Group 1 helicopters are those that have an affected part installed. Group 2 helicopters are those that do not have an affected part installed.



**Reason:**

During a scheduled 100 flight hour (FH) inspection on an A109All helicopter, unusual play was detected on an affected part. Further investigation identified an excessive wear of the broaching of the slider assembly pitch control at the point of contact with the tail rotor shaft.

This condition, if not detected and corrected, could lead to reduced control of the helicopter.

To address this unsafe condition, AgustaWestland issued Bollettino Tecnico (BT) 109-149 to provide instructions for inspection, and EASA issued AD 2015-0097, requiring repetitive inspections of affected parts at reduced intervals, and, depending on findings, accomplishment of corrective action(s). That AD was considered an interim measure.

Since that AD was issued, further investigation results identified that the reason for the excessive play was a manufacturing issue. Leonardo defined a procedure to determine whether a slider assembly pitch control is a serviceable part, as defined in this AD, and issued the ASB, providing instructions to replace all affected parts with serviceable parts.

For the reason described above, this AD retains the requirements of EASA AD 2015-0097, which is superseded, and requires replacing affected parts with serviceable parts.

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

Required as indicated, unless accomplished previously:

**Repetitive Inspections:**

- (1) Within 25 FH after 15 June 2015 [the effective date of EASA AD 2015-0097] and, thereafter, at intervals not to exceed 25 FH, inspect the affected part for play in accordance with the instructions of the ASB.

**Corrective Action(s):**

- (2) If, during any inspection as required by paragraph (1) of this AD, unusual play is detected, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the ASB.

**Modification:**

- (3) Within 60 months after the effective date of this AD, replace the affected part with a serviceable part, as defined in this AD, in accordance with the instructions of the ASB.

**Credit:**

- (4) Inspection(s) and corrective action(s) on a helicopter, accomplished before the effective date of this AD in accordance with the instructions of AgustaWestland BT 109-149 at original issue, are acceptable to comply with the initial requirements of paragraphs (1) and (2) of this AD for that helicopter.

**Terminating Action:**

- (5) Accomplishment of corrective action(s) on a helicopter as required by paragraph (2) of this AD does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that helicopter.



- (6) Modification of a helicopter as required by paragraph (3) of this AD constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that helicopter.

**Part(s) Installation:**

- (7) Do not install an affected part on any helicopter, as required by paragraph (7.1) or (7.2) of this AD, as applicable.

(7.1) For Group 1 helicopters: After modification of the helicopter as required by paragraph (3) of this AD.

(7.2) For Group 2 helicopters: From the effective date of this AD.

**Ref. Publications:**

AgustaWestland BT 109-149 original issue dated 29 May 2015, or Leonardo ASB 109-149 Revision A dated 18 May 2020.

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.
2. This AD was posted on 25 May 2020 as PAD 20-084 for consultation until 22 June 2020. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](#).
5. For any question concerning the technical content of the requirements in this AD, please contact: Leonardo S.p.A. Helicopters, Customer Support & Services, Product Support Engineering, E-mail: [aw109.mbx.aw@leonardocompany.com](mailto:aw109.mbx.aw@leonardocompany.com).

