

## Airworthiness Directive

**AD No.:** 2020-0065**Issued:** 20 March 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:** 03 April 2020**TCDS Number(s):** EASA.R.005**Foreign AD:** Not applicable**Supersedure:** None

### ATA 62 – Main Rotor – Blades – Inspection

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**Manufacturer(s):**

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

**Applicability:**

A109A and A109All helicopters, all serial numbers.

**Definitions:**

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

**The ASB:** Leonardo Alert Service Bulletin (ASB) 109-155.**Affected blade:** Main rotor blades, having Part Number 109-0103-01-115.**Serviceable blade:** Main rotor blades which are not an affected blade; and affected blades that, within 24 months before installation on a helicopter, passed an inspection (no defect found) in accordance with the instructions of the ASB.**Groups:** Group 1 helicopters are those that have an affected blade installed. Group 2 helicopters are those that do not have an affected blade installed.

**Reason:**

One occurrence has been reported of finding internal corrosion of a main rotor blade.

This condition, if not detected and corrected, could lead to failure of a main rotor blade and loss of control of the helicopter.

To address this potential unsafe condition, Leonardo issued the ASB, providing inspection instructions for affected blades.

For the reasons described above, this AD requires repetitive inspections of each affected blade, and, depending on findings, accomplishment of applicable corrective action(s). This AD also introduces requirements to allow installation of a main rotor blade.

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

Required as indicated, unless accomplished previously:

**Repetitive Inspections:**

- (1) For Group 1 helicopters: Within 50 flight hours or 3 months, whichever occurs first after the effective date of this AD, and, thereafter, at intervals not exceeding 24 months, inspect each affected blade in accordance with the instructions of the ASB.
- (2) Replacement of each affected blade on a helicopter with a serviceable blade is an acceptable alternative method to comply with the requirements of paragraph (1) of this AD for that helicopter. This can be accomplished in accordance with the instructions of the applicable maintenance manual.

**Corrective Action(s):**

- (3) If, during any inspection as required by paragraph (1) of this AD, any discrepancy, as identified in the ASB, is detected on an affected blade, before next flight, contact Leonardo for approved corrective action(s) instructions and accomplish those instruction accordingly.

**Terminating Action(s):**

- (4) None.

**Part(s) Installation:**

- (5) For Group 1 and Group 2 helicopters: From the effective date of this AD, it is allowed to install a main rotor blade on a helicopter, provided it is a serviceable blade, as defined in this AD.

**Ref. Publications:**

Leonardo ASB 109-155 original issue dated 13 March 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. 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. 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).

