



Airworthiness Directive

AD No.: 2020-0256

Issued: 17 November 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):

A109E helicopters

Effective Date: 01 December 2020

TCDS Number(s): EASA.R.005

Foreign AD: Not applicable

Supersedure: None

ATA 53 – Fuselage – Centre Fuselage Frame Assembly – Inspection / Repair

Manufacturer(s):

Leonardo S.p.A. Helicopters, formerly Finmeccanica S.p.A., AgustaWestland S.p.A., Agusta S.p.A.

Applicability:

A109E helicopters, serial numbers from 11001 to 11674 inclusive.

Definitions:

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

The SB: Leonardo Alert Service Bulletin (SB) 109EP-173.

Affected area: Centre fuselage frame assembly at station (STA) 1815, the intersection of lateral pylon with floor spar, left-hand (LH) and right-hand (RH) sides.

Reason:

Cracks have been reportedly found in the affected areas on A109E helicopters.

This condition, if not detected and corrected, could affect the structural integrity of the helicopter.

To address this possible unsafe condition, Leonardo published the SB, providing inspection instructions for the affected areas.



For the reasons stated above, this AD requires repetitive inspections of the affected areas and, depending on findings, accomplishment of a repair.

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

Required as indicated, unless accomplished previously:

Repetitive Inspection:

- (1) Within the compliance time as identified in Table 1 of this AD, as applicable, and, thereafter, at intervals not exceeding 100 flight hours (FH), inspect each affected area in accordance with the instructions of the SB.

Table 1 – Initial inspection (see Note 1 of this AD)

FH and landings	Compliance Time
Less than 1 000 FH and less than 3 500 landings	Within 100 FH upon accumulation of 1 000 FH or 3 500 landings, whichever occurs first
1 000 FH or more, or 3 500 landings or more	Within 100 FH after the effective date of this AD

Note 1: Unless otherwise specified, the FH and landings indicated in Table 1 of this AD are those accumulated, on the effective date of this AD, by the helicopter since its first flight.

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, any crack is detected in an affected area, before next flight, accomplish the applicable corrective actions in accordance with the instructions of the SB, or contact Leonardo for applicable repair instructions and accomplish those instructions accordingly.
- (3) After accomplishment of a repair in an affected area in accordance with the accomplishment instructions of part II (LH side) or part III (RH side) of the SB, or in accordance with repair drawing part number (P/N) 109-0952-67-117 (LH side) or P/N 109-0952-67-102 (RH side), the next due inspection of that affected area, as required by paragraph (1) of this AD, can be deferred up to 1 000 FH or 3 500 landings, whichever occurs first. Subsequently, inspections of that area must be accomplished at intervals not exceeding 100 FH.

Terminating Action:

- (4) None.

Ref. Publications:

Leonardo S.p.A. Helicopters SB 109EP-173 original issue dated 10 November 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.
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, Customer Support & Services, Product Support Engineering, E-mail: aw109.mbx.aw@leonardocompany.com.

