
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Agusta A109 Series Helicopters**AD/A109/61****Rotor - Main Rotor Blade Tip Cap****2/2008****DM**

Applicability: All Agusta A109E, A109K2 and A109C Helicopters, fitted with Main Rotor Blades P/N 709-0103-01 equipped with tip cap p/n 709-0103-29-109, and spare Main Rotor Blades P/N 709-0103-01 equipped with tip cap p/n 709-0103-29-109.

Requirement:

1. For Tip Caps P/N 709-0103-29-109, that have accumulated more than 600 flight hours (TSN), inspect the Tip Cap in accordance with the instructions of the Agusta Alert Bolletino Tecnico 109EP-85 for A109E, 109K-48 for A109K2 and 109-125 for A109C, as applicable.
2. For Tip Caps P/N 709-0103-29-109, that have accumulated less than 600 flight hours (TSN), inspect the Tip Cap in accordance with the instructions of the Agusta Alert Bolletino Tecnico 109EP-85 for A109E, 109K-48 for A109K2 and 109-125 for A109C, as applicable.

If cracks are found in the Tip Caps, remove from service and immediately report to Agusta for further instructions.

Note: EASA AD 2007-0306-E, dated 14 December 2007 refers.

Compliance:

1. Within the next 5 flight hours, but no later than 31 January 2008, whichever occurs first and then every 50 flight hours thereafter.
2. Within the next 600 flight hours (Component TSN).

This Airworthiness Directive becomes effective on 18 December 2007.

Background: Loss of a part of the Main Rotor Tip Cap has been reported on an A109E model. This caused an increase in Main Rotor vibration.

Agusta A109 Series Helicopters

AD/A109/61 (continued)

The cause of the damage was a fracture in the welded bead (joint line of the shells) of the tip leading edge. This Airworthiness Directive requires an inspection of the Tip Cap leading edge for cracks.



David Villiers
Delegate of the Civil Aviation Safety Authority

17 December 2007