


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2011-0236 [Correction: 23 January 2012]</p> <p>Date: 14 December 2011</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
Type Approval Holder's Name :		Type/Model designation(s) :
Agusta S.p.A		A109 helicopters
TCDS Number:	EASA.R.005	
Foreign AD:	Not applicable	
Supersedure:	None	
ATA 32	Landing Gear – Main Landing Gear (MLG) Actuator Bracket Attachment Bolts – Replacement / Inspection	
Manufacturer(s):	AgustaWestland S.p.A.	
Applicability:	A109A, A109All and A109C helicopters, all serial numbers.	
Reason:	<p>A case of collapsed right-hand (RH) MLG has recently occurred on an A109All helicopter. The results of the technical investigation revealed that the MLG collapsed due to fatigue fracture of the MLG actuator bracket attachment bolts, caused by incorrect tightening of the bolts. The same Part Number (P/N) NAS624H8 and P/N NAS624H10 bolts are also installed on the MLG of A109A and A109C helicopters.</p> <p>This condition, if not detected and corrected, could lead to further events of MLG collapse, which could result in damage to the helicopter and injury to its occupants.</p> <p>To address this condition, AgustaWestland issued Bolletino Tecnico (BT) 109-133, which requires replacement of MLG actuator bracket attachment bolts (with the same bolt P/N), reduces the tolerance of the torque value to be applied when tightening the bolts and nuts of the MLG actuator bracket, introduces repetitive inspections of the bolts at reduced intervals (from 600 flight hours) and, depending on findings, replacement of the bolts (with the same bolt P/N).</p> <p>For the reasons described above, this AD requires installation of new bolts, using the correct torque value, repetitive inspections at the new intervals and, depending on findings, replacement of bolts (with the same bolt P/N).</p> <p>This AD has been republished to correct a typographical error in paragraph</p>	

	(3) of the RACT section of the AD, where an incorrect "part" number of AgustaWestland BT 109-133 was quoted for the replacement of the bolts.
Effective Date:	28 December 2011
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 100 flight hours (FH) or 5 months, whichever occurs first after the effective date of this AD, replace the RH and left-hand (LH) MLG actuator bracket attachment bolts P/N NAS624H8 and P/N NAS624H10 applying the correct torque value, in accordance with the instructions of part I of the AgustaWestland BT 109-133. (2) Within 100 FH or 150 FH, as applicable, depending on the inspection program adopted by the operator, or 12 months, whichever occurs first after replacement of the MLG actuator bracket attachment bolts as required by paragraph (1) of this AD, and, thereafter, at intervals not to exceed 100 FH or 150 FH, as applicable, depending on the inspection program adopted by the operator, or 12 months, whichever occurs first, inspect the RH and LH MLG actuator bracket attachment bolts P/N NAS624H8 and P/N NAS624H10, in accordance with the instructions of part II of the AgustaWestland BT 109-133. (3) If, during any inspection as required by paragraph (2) of this AD, a discrepancy is identified on at least one of the bolts, RH or LH, before next flight, replace all bolts, RH or LH, as applicable, with serviceable parts and apply the correct torque value, in accordance with the instructions of part I of AgustaWestland BT 109-133. (4) Replacement of bolts, as required by paragraph (3) of this AD, does not constitute terminating action for the repetitive inspections required by paragraph (2) of this AD.
Ref. Publications:	<p>AgustaWestland Bollettino Tecnico 109-133 dated 04 November 2011.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 11 November 2011 as PAD 11-120 for consultation until 09 November 2011. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: AgustaWestland S.p.A. Customer Support Via del Gregge, 100 - 21015 Lonate Pozzolo (VA) – Italy Telephone + 39 0331-664396 ; Fax: + 39 0331-664680 E-mail: custserv@agustawestland.com.