



Airworthiness Directive

AD No.: 2015-0227

Issued: 19 November 2015

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 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 (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

AGUSTAWESTLAND S.p.A.

Type/Model designation(s):

A109S helicopters

Effective Date: 03 December 2015

TCDS Number(s): EASA.R.005

Foreign AD: Not applicable

Supersedure: None

Rotorcraft Flight Manual – Limitations Section – Amendment

Manufacturer(s):

AgustaWestland S.p.A (formerly Agusta S.p.A.)

Applicability:

A109S helicopters, all serial numbers.

Reason:

An occurrence was reported on an A109S helicopter where, during landing with the right (RH) door removed, the RH lower cabin liner of Internal Arrangement, Part Number (P/N) 109-0814-21-101, detached from the structure and hit three main rotor blades.

This condition, if not corrected, could lead to further occurrences of in-flight lower cabin liner detachment, possibly resulting in damage to, or loss of control of, the helicopter.

To address this potential unsafe condition, AgustaWestland defined a specific limitation, that was included in the Limitations Section of Rotorcraft Flight Manual (RFM) 109G0040A013 Issue 2 Revision 3.

This AD is considered as an interim action and further AD action may follow.



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

Required as indicated, unless accomplished previously:

Within 30 days after the effective date of this AD, amend the applicable RFM, Section 1 – Limitations, as indicated in Appendix 1 of this AD, inform all flight crews and, thereafter, operate the helicopter accordingly.

The RFM amendment as required by this AD can be accomplished by inserting a copy of Appendix 1 of this AD into the applicable RFM, or by incorporating AgustaWestland RFM 109G0040A013 Issue 2 Revision 3.

Ref. Publications:

AgustaWestland RFM 109G0040A013 Issue 2 Revision 3, dated 23 April 2015.

The use of later approved revisions of this 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 06 October 2015 as PAD 15-129 for consultation until 03 November. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. For any question concerning the technical content of the requirements in this AD, please contact: Agusta S.p.A. Customer Support, Via del Gregge, 100, 21015 Lonate Pozzolo (VA) – Italy
Telephone: +39 0331 664600; Fax: +39 0331 664684
E-mail: AW109.mbx@agustawestland.com.



Appendix 1

PASSENGER CABIN SLIDING DOORS OPENED OR REMOVED

For helicopters with Internal Arrangement P/N 109-0814-21-101 installed

Flight with either one or both passenger cabin sliding doors opened or removed is prohibited.

For helicopters without Internal Arrangement P/N 109-0814-21-101 installed

Flight with either one or both passenger cabin sliding doors opened is prohibited if passenger door modification P/N 109-0814-35 is not installed.

Flight with one or both passenger cabin sliding doors opened is allowed only with the door(s) locked.

VNE with any passenger cabin sliding door opened or removed 75 KIAS

Maximum airspeed for passenger cabin sliding doors opening or closing 50 KIAS

IFR operation is prohibited with any door opened or removed.

