


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2013-0265-E</p> <p>Date: 30 October 2013</p> <p>Note: This Emergency 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 EU 748/2012, Part 21.A.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>		
<p>Design Approval Holder's Name :</p> <p>AGUSTAWESTLAND S.p.A.</p>		<p>Type/Model designation(s) :</p> <p>A109, AW109, A119 and AW119 helicopters</p>
TCDS Number:	EASA.R.005	
Foreign AD:	Not applicable	
Supersedure:	None	
ATA 62	Main Rotor – Rotating Controls and Swashplate Assembly – Swashplate Support Nut – Inspection / Replacement	
Manufacturer(s):	AgustaWestland S.p.A (formerly Agusta S.p.A.).	
Applicability:	<p>A109A, A109All and A109C helicopters, all serial numbers (S/N);</p> <p>A109E helicopters, all S/N;</p> <p>A109K2 helicopters, all S/N;</p> <p>A109LUH helicopters, all S/N;</p> <p>A109S helicopters, all S/N;</p> <p>AW109SP helicopters, all S/N;</p> <p>A119 and AW119MKII helicopters, all S/N.</p>	
Reason:	<p>Occurrence was reported of one in-service A109S helicopter, where during scheduled inspection of the rotating control installation, two nuts Part Number (P/N) MS21042-4 that connect the swashplate support to upper case of the main transmission were found cracked.</p> <p>The subsequent technical investigation identified that the reported cracks of the nuts are the results of a production deficiency (causing hydrogen embrittlement) at the nut supplier.</p> <p>This condition, if not detected and corrected, could lead to failure of the main rotor function, resulting in loss of control of the helicopter.</p> <p>To address this unsafe condition, AgustaWestland issued seven Bollettino Tecnico (BT), BT 109EP-131, BT 109-137, BT 109K-59, BT 109L-067, BT 109S-056, BT 109SP-070 and BT 119-62 for all helicopters that are potentially</p>	

	<p>affected.</p> <p>For the reasons described above, this AD requires repetitive inspections of each nut P/N MS21042-4 connecting the swashplate support to upper case and replacement of each affected nut with a serviceable part having a different P/N.</p>
Effective Date:	01 November 2013
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 10 Flight Hours (FH) after the effective date of this AD, and, thereafter, at intervals not to exceed 25 FH, inspect each nut P/N MS21042-4 for cracks in accordance with the instructions of the applicable BT.</p> <p>Note: For the purpose of this AD, the applicable BT is the one mentioned in Ref. Publications of this AD for the affected helicopter model.</p> <p>(2) If, during any inspection as required by paragraph (1) of this AD, a nut is found cracked, before next flight, replace each nut with a serviceable part in accordance with the instructions of the applicable BT.</p> <p>(3) Unless each nut P/N MS21042-4 was replaced with a serviceable nut as required by paragraph (2) of this AD, within 3 months after the effective date of this AD, replace each nut P/N MS21042-4 with a serviceable part in accordance with the instructions of the applicable BT.</p> <p>(4) Replacement of each nut as required by paragraph (2) or (3), as applicable, constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD.</p> <p>(5) From the effective date of this AD, do not install a nut having a P/N MS21042-4 for connecting the swashplate support to upper case on an helicopter.</p>
Ref. Publications:	<p>AgustaWestland BT 109EP-131 dated 29 October 2013.</p> <p>AgustaWestland BT 109-137 dated 29 October 2013.</p> <p>AgustaWestland BT 109K-59 dated 29 October 2013.</p> <p>AgustaWestland BT 109L-067 dated 29 October 2013.</p> <p>AgustaWestland BT 109S-056 dated 29 October 2013.</p> <p>AgustaWestland BT 109SP-070 dated 29 October 2013.</p> <p>AgustaWestland BT 119-62 dated 29 October 2013.</p> <p>The use of later approved revisions of these documents 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. The results of the safety assessment have indicated the need for immediate publication and notification, without the full public consultation process. 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: 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: custserv@agustawestland.com.