



**AIROD**

# DISCREPANCY REPORT

AIRCRAFT TYPE A109E REG. NO. M-BOB DR. NO. 1940, BOB

SOURCE REFERENCE: BT 109EP-128 REV C DTD 26.5.2015

DATE RAISED: 29.8.18 CHECK TYPE: \_\_\_\_\_ WORK ORDER (JCN): \_\_\_\_\_

DISCREPANCY MFRS B216.90 NO. 1 ENG B216.90 TSN/TSO NO. 2 ENG 2400.40 TSN/TSO

BT 109EP-128 REV C DTD 26.5.2015: INSP OF GLEASON CROWN  
P/N 101-0403-07-103 (PART 1) - REFER E1 109.0009/BOB.

RAISED BY: Giffman SIGN & STAMP: [Signature] [Stamp: CAP 949 ASB] DATE 29.8.18

**DISPOSITION**

TO CARRY OUT BT 109EP-128 REV. C DTD 26.5.2015  
COMPLIANCE DUE.

SIGN: [Signature] STAMP: [Stamp: CAP 949 ASB] DATE: 03.09.18.

MHP: \_\_\_\_\_ MHA: \_\_\_\_\_ CUST. APP. SIGNATURE: \_\_\_\_\_ MATERIAL COST: \_\_\_\_\_

**CORRECTIVE ACTION**

BT 109EP-128 REV. C DTD 26.5.2015 -  
INSP OF GLEASON CROWN (OUT AND  
COMPLETED AND FOUND SATISFACTORY  
(WELDED TYPE OF GLEASON CROWN AND  
NIL CRACK FOUND)

MIECH

LAZAH & DATE

[Stamp: A/C 465 ASB]

[Signature]

[Stamp: CAP 949 ASB]

03.09.18.

**COMPONENT/PART CHANGE**

PART NO.	DESCRIPTION	SNO. ON.	SNO. OFF.	QTY	BATCH NO.
		<u>N/A</u>			

**DUPLICATE / RE / CRITICAL TASK**

N/A

N/A

First Insp. Sign / Stamp / Date

Second Insp. Sign / Stamp / Date

CAR-16.

The work recorded above has been carried out in accordance with the requirements of the CAR-16. for the firm being in force and in that respect, the aircraft / equipment is considered fit for release to service.



# AD/SB ENGINEERING INSTRUCTIONS

EI No: EI109-0009/BOB

DR. NO: 1940/BOB

DOCUMENT NO: BT109EP-128

REVISION: C

DATE: May 26, 2015

TITLE: INSPECTION OF GLEASON CROWN P/N 109-0403-07-103 - PART I

AW139

Reg. No :  
S/No :

A109E

Reg. No : 9M-BOB  
S/No : 11212

PREPARED & CHECKED BY:

APPROVED BY:

NAME: P SOKUMAR  
TECHNICAL SERVICES ENGINEER

NAME: AMRAN SHAH MASON  
CAMO MANAGER

ACCOMPLISHMENT INSTRUCTIONS	REMARK	MECH	AH	DATE
<b>PART I</b>				
1. Check in the available maintenance records, if any maintenance has been performed on the Main Gearbox Assy.	SAT.	A/C 465 ASB	QAP 949 ASB M	}
2. If no maintenance has been performed, go to point 4.	SAT.	A/C 465 ASB	QAP 949 ASB M	
3. If maintenance has been performed, check on the applicable documentation the installed Gleason Crown P/N.				
3.1. If the Gleason Crown Assy. installed is P/N 109-0401-27-107, go to point 4.	SAT.	A/C 465 ASB	QAP 949 ASB M	03/07/2018
3.2. If the Gleason Crown installed is P/N 109-0403-07-103 (Part of Gleason Crown Assy. P/N 109-0401-27-101/-109) apply the Part II <sup>A</sup> of this BT.	SAT.	A/C 465 ASB	QAP 949 ASB M	}
3.3. If it's not possible to determine the Gleason Crown P/N, perform the inspection described in the Annex 2.				
3.3.1. If the Gleason Crown is Welded (ref. Figure 5 of Annex 2) go to step 4.	SAT.	A/C 465 ASB	QAP 949 ASB M	}
3.3.2. If the Gleason Crown is Bolted (ref. Figure 5 of Annex 2), perform the Part II <sup>A</sup> of this Bollettino Tecnico, in accordance with the scheduling defined in the paragraph "Compliance".	SAT.	A/C 465 ASB	QAP 949 ASB M	

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ACCOMPLISHMENT INSTRUCTIONS	REMARK	MECH	AH	DATE	
4. Record compliance with this Bollettino in the helicopter log book.	Sgt.	A/C 465 ASB	QAP 949 ASB Muel	}	
5. Send the attached compliance form to the following email box: <a href="mailto:Aw109.mbx@agustawestland.com">Aw109.mbx@agustawestland.com</a> .  As an alternative, gain access to My Communications section on Leonardo Web Portal on AW website and compile the "Technical Bulletin Application Communication.	Sgt	A/C 465 ASB	QAP 949 ASB Muel		
<b>ANNEX 2</b> <b>VISUAL INSPECTION OF GLEASON CROWN</b>  1. Prepare the helicopter on ground for a safe maintenance and disconnect any power supply in accordance with the instructions given in the A109E Maintenance Manual.	Sgt.	A/C 465 ASB	QAP 949 ASB Muel		03/09 2018
2. Gain access to Main transmission area removing the Transmission Front Fairing and the Transmission Rear fairing in accordance with the procedure given in the A 109E Maintenance Manual	Sgt.	A/C 465 ASB	QAP 949 ASB Muel		
3. Remove the oil jet P/N DPN09Q-63005 (Item A, Fig. 1) removing the lock wire and acting on the screw (Ref. Figure 1).	Sgt.	A/C 465 ASB	QAP 949 ASB Muel		
4. Inspect the Gleason Crown as follows:  4.1. Insert an endoscope in the oil jet P/N DPN09Q-63005 hole (See Figure 2). 4.2. Once inside the transmission, turn right with a reference to Figure 3. 4.3. Insert the boroscope inside the hole shown in the Figure 4. 4.4. Verify if the Gleason Crown is Welded or Bolted with a reference to Figure 5.  <u>'WELDED GLEASON CROWN'</u>	Sgt.	A/C 465 ASB	QAP 949 ASB Muel	}	

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ACCOMPLISHMENT INSTRUCTIONS	REMARK	MECH	AH	DATE
5. Reinstall the oil jet P/N DPN09Q-63005, and restore the lock wire.	GAT.	A/C 465 ASB	QAP 949 ASB me	7
6. In accordance with the instructions given in the A 109E Maintenance Manual reinstall the Transmission Front Fairing and the Transmission Rear fairing.	GAT	A/C 465 ASB	QAP 949 ASB me	02/09 2018
7. Return the helicopter to a ready-to-flight condition.	GAT.	A/C 465 ASB	QAP 949 ASB me	}

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**GENERAL VERIFICATION**

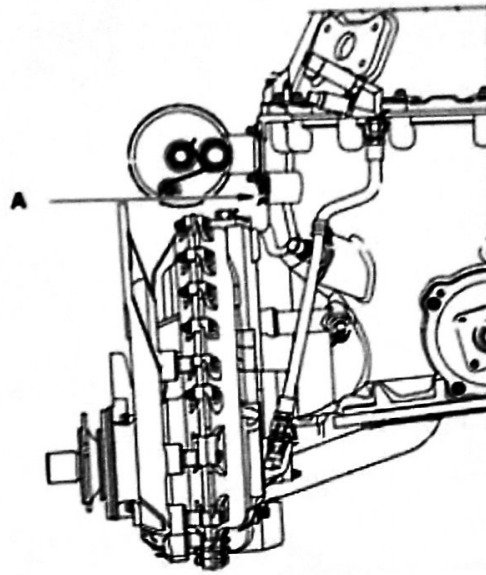
AREA/SYSTEM	INSPECTION	MECH	DATE
ENSURE THAT THE AIRCRAFT OR COMPONENT IS CLEAR OF ALL TOOLS EQUIPMENT AND ANY EXTRANEIOUS PARTS OR MATERIAL, AND THAT ALL ACCESS PANELS REMOVED HAVE BEEN REFITTED	AIRFRAME AREA	N/C 465 ASB	03/09/18
	ENGINE AREA	N/C 465 ASB	03/19/18
	AVIONICS	N/C 465 ASB	03/09/18

**RECORD OF DISCREPANCY FOUND DURING ACCOMPLISHMENT (IF NONE ENTER NIL)**

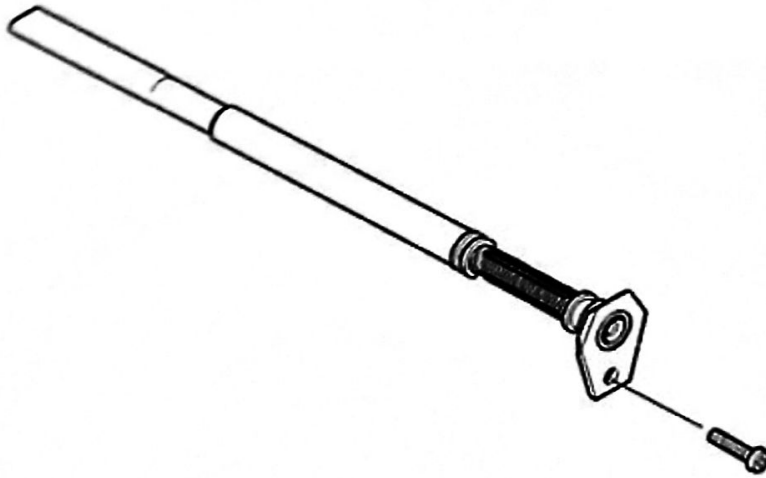
1. ALL ENTRIES TO BE IN BOLD LETTERS
2. DISCREPANCY REPORT TO BE RAISED FOR PARTS AND MAN HOURS IF RECTIFICATION IS REQUIRED.

INSTRUCTION REFERENCE		DISCREPANCY	AH ACTION			
PARA	PAGE		DR. NO	AH	DATE	REMARKS

The work recorded above has been carried out in accordance with the requirements of the CAR16 for the time being in force and in that respect, the aircraft/equipment is considered fit for release to service.

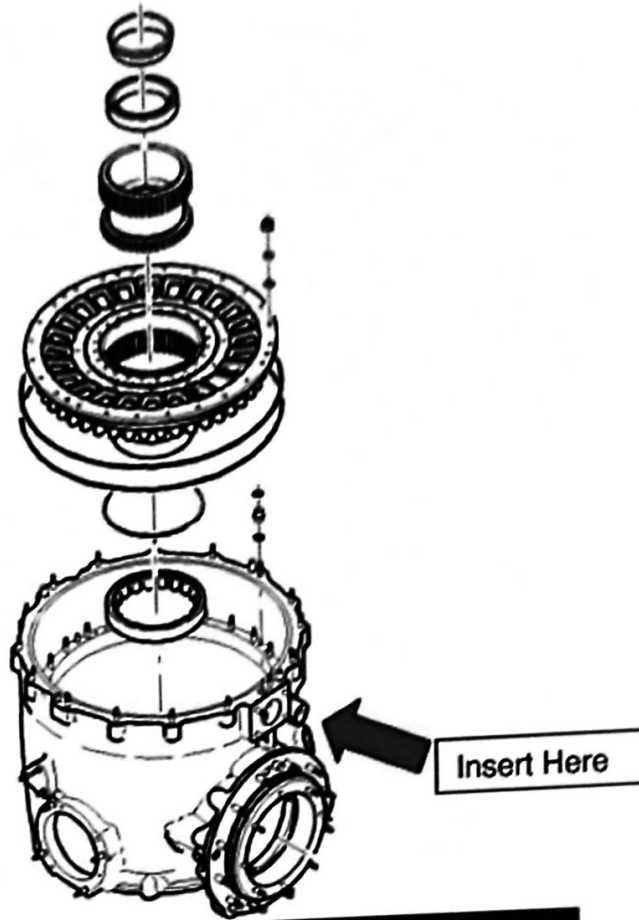


**A**



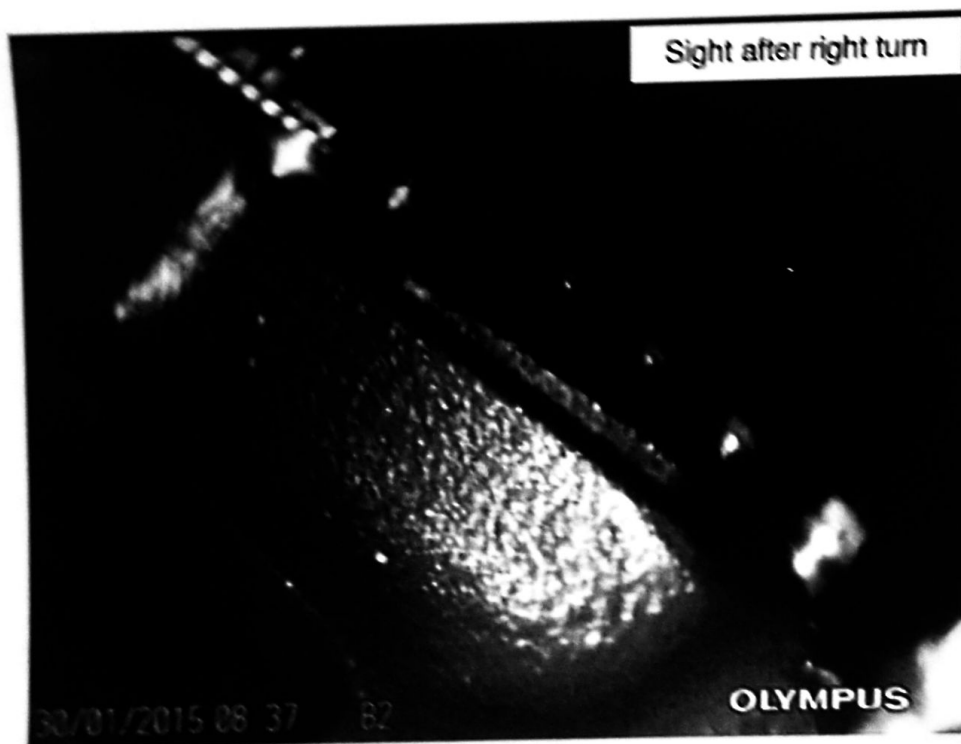
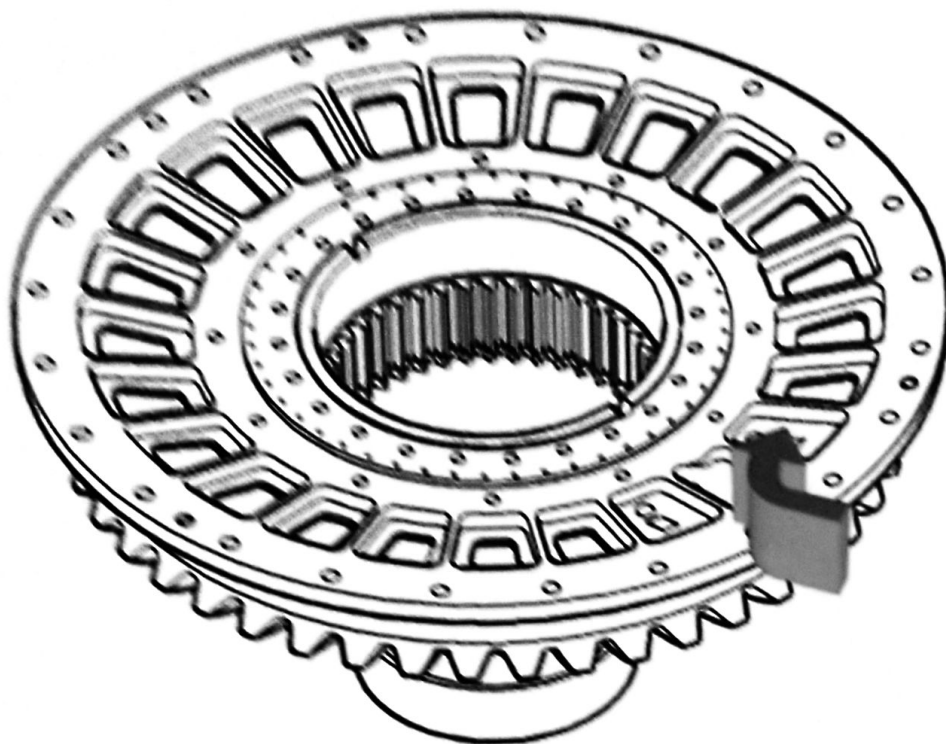
**FIGURE 1**

The work recorded above has been carried out in accordance with the requirements of the CAR16 for the time being in force and in that respect, the aircraft/equipment is considered fit for release to service.



**FIGURE 2**

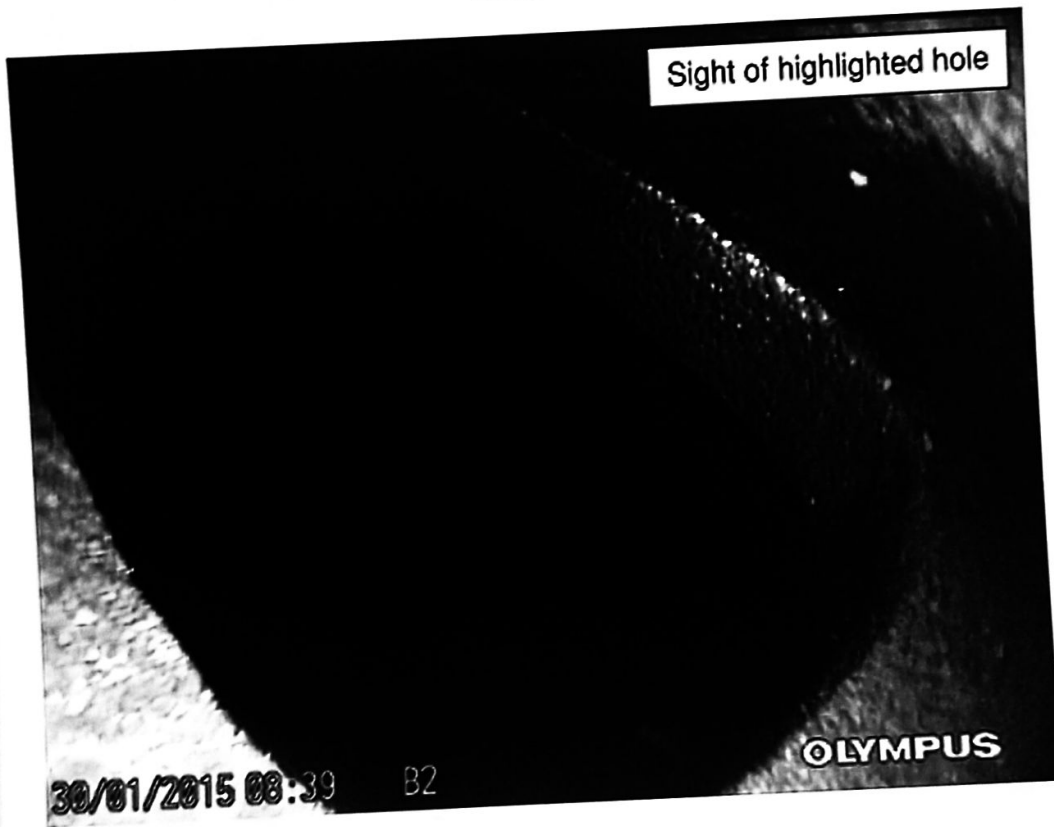
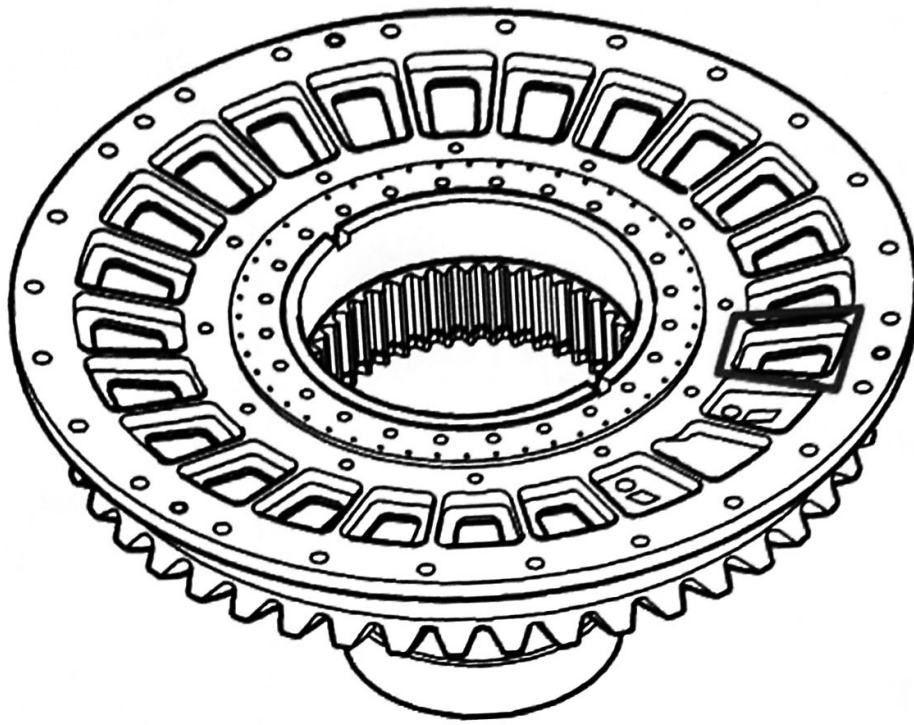
The work recorded above has been carried out in accordance with the requirements of the CAR16 for the time being in force and in that respect, the aircraft/equipment is considered fit for release to service.



**FIGURE 3**

The work recorded above has been carried out in accordance with the requirements of the CAR16 for the time being in force and in that respect, the aircraft/equipment is considered fit for release to service.





**FIGURE 4**

The work recorded above has been carried out in accordance with the requirements of the CAR16 for the time being in force and in that respect, the aircraft/equipment is considered fit for release to service.



**FIGURE 5**

The work recorded above has been carried out in accordance with the requirements of the CARS for the time being in force and in that respect, the aircraft/equipment is considered fit for release to service.



# AgustaWestland

A Finmeccanica Company

Please send to the following address: <b>AGUSTAWESTLAND S.p.A.</b> <b>CUSTOMER SUPPORT &amp; SERVICES - ITALY</b>  <b>PRODUCT SUPPORT ENGINEERING &amp; LICENSES DEPT.</b> Via Giovanni Agusta, 520 21017 Cascina Costa di Samarate (VA) - ITALY Tel: +39 0331 225036 Fax: +39 0331 225988	<b>BOLLETTINO TECNICO COMPLIANCE FORM</b>		Date:
	Number:		
	Revision:		

Customer Name and Address:	Telephone:
	Fax:
	B.T. Compliance Date:

Helicopter Model	S/N	Total Number	Total Hours	T.S.O.

Remarks:

**Information:**  
 We request your cooperation in filling this form, in order to keep out statistical data relevant to aircraft configuration up-to-date. The form should be filled in all its parts and sent to the above address or you can communicate the application also via Technical Bulletin Application Communication Section placed in Leonardo AW Customer Portal - MyCommunications Area. We thank you beforehand for the information given.