LEONARDO

HELICOPTERS DIVISION

TECHNICAL INFORMATION LETTER

TIL N°	**T-109-24-002**	**T-109SP-24-004**
	T-109E-24-002	**T-109BA-24-002**
	T-109S-24-004	**T-109L-24-002**
	DATE:	**August 02, 2024**
	REV.:	**/**

To:	Leonardo Helicopters products Owners / Operators / Service Centres
SUBJECT:	**Tail rotor duplex bearing support improvement**
Helicopters Affected:	A109C, A109K2, A109E, A109LUH/LOH, A109BA, A109S, A109S Trekker, AW109SP

Dear Customer,

Hereby, Leonardo Helicopters (LH) would like to inform you about the upcoming release of Recommended Service Bulletins (SBs) 109-160, 109K-078, 109EP-183, 109S-120, 109SP-163, 109BA-051 and 109L-122.

The recent certification of a new tail rotor duplex bearing housing and locking mechanism installation is a further demonstration of LH strong commitment to continuously improve its Products with a special focus to components design and installation, reliability and maintainability.

These SBs will provide the necessary instructions to introduce on the A109/AW109 in service fleet the new retaining system of the duplex bearing consisting of a new sleeve assembly support and a new bearing support flange which is retained to the housing with six (6) bolts (Ref. to Annex A pictures).

This new design is fully compatible with the current duplex bearing configuration and it has been designed to further reduce the possibility to experience potential occurrences of maintenance errors due to human factor.

In addition, the applicable Aircraft Maintenance Publication (AMP) procedures will be updated to provide the relevant instructions for the new rotor duplex bearing housing group maintenance activities. A dedicated Temporary Maintenance Instruction (TMI) will be issued to anticipate the revision of the AMP.

Should you need any additional information, please do not hesitate to refer to your usual contact within the LH Engineering Support Team.

Yours Sincerely,

Marco D'Adamo
Leonardo Helicopters
Customer Support, Services & Training
Head of Product Support Engineering

Annex A

The following figures show how the retaining system changes with the implementation of the present improvement: the retaining nut is replaced with a plug which is locked with multiple bolts.

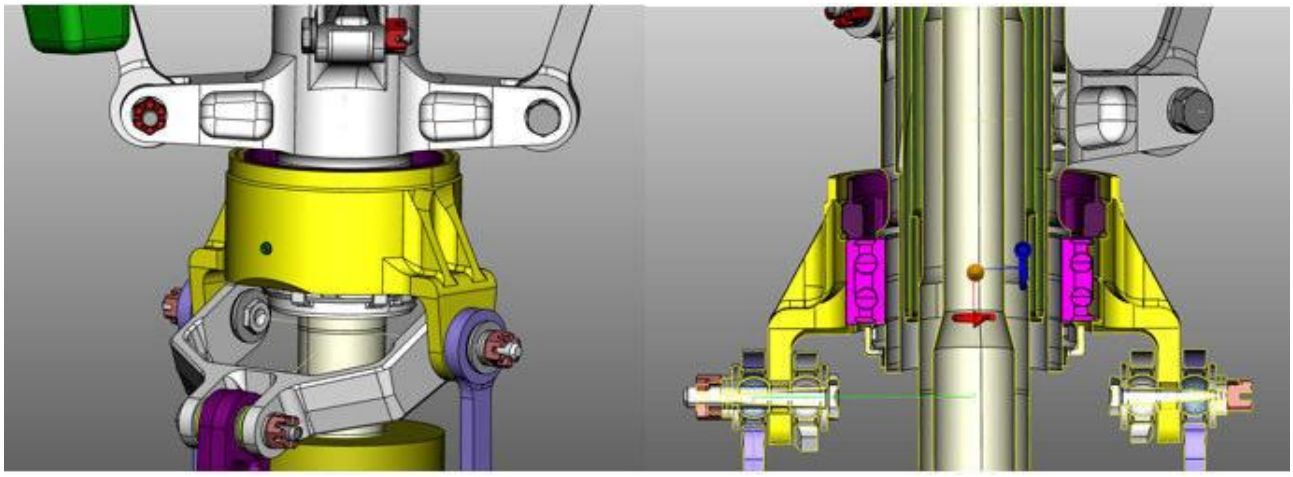

Figure 1 – Duplex bearing retaining system – Current design

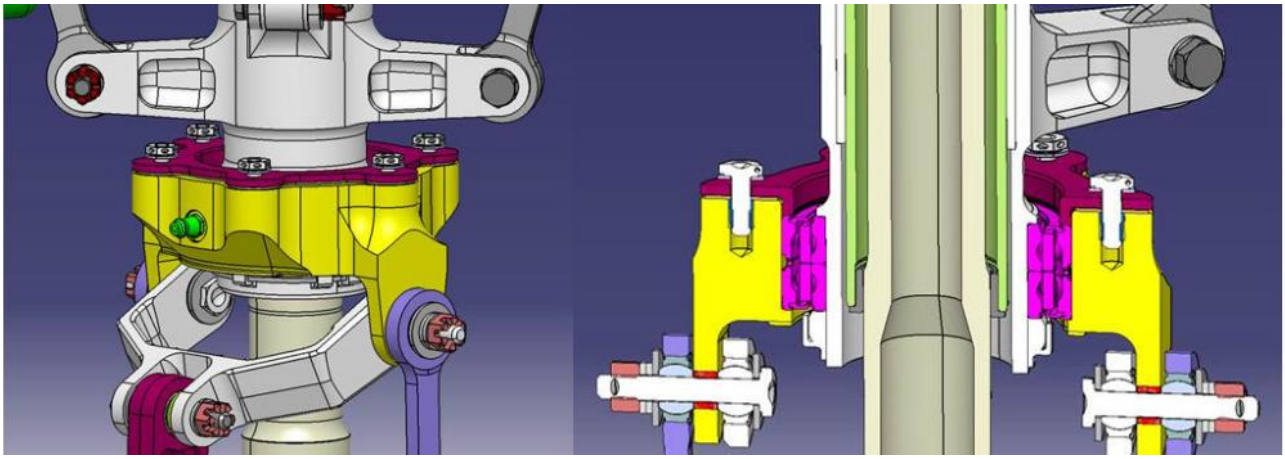

Figure 2 - Duplex bearing retaining system – New design