

Agusta Helicopter AW109SP Model Guide

Agusta Helicopter AW109SP is listed under Leonardo in the registry, in a turboshaft family. The library entry gives no seats, years or specs. Family-level maxima are up to 360 nm range, 126 kt cruise, 2800 kg MTOW, 8 passengers and a 20000 ft ceiling. These are not confirmed for this variant. The supplied documents cover a mandatory tail rotor link bulletin and a flight data monitor installation.

KEY TAKEAWAYS

- Family-level maxima only: up to 360 nm, 126 kt cruise, 2800 kg MTOW, 8 passengers, 20000 ft ceiling. Ask the seller for AW109SP-specific figures.
- Bulletin 109SP-087 Rev. A (February 27, 2015) is mandatory: inspect tail rotor pitch control link P/N 109-0130-05-117 for excessive bearing friction.
- Links under 100 FH since overhaul, or with unknown overhaul history, are affected. Confirm the log book entries for Part I and Part II.
- The library lists a piston engine but the registry lists turboshaft. Confirm the engine type from the aircraft's own records.

TAIL ROTOR PITCH LINK BULLETIN

Part I, before the next flight: check the link bearings for corrosion and free rotation. Part II, within 5 flight hours: remove the links, check that bearing torsion force is below 7.30 N on both bearings, and inspect the stem for cracks with a 10x magnifier. Use penetrant inspection if in doubt. The trigger was an in-flight link seizure on an A119MkII after a bearing was replaced in overhaul.

FLIGHT DATA MONITOR STC

The MSP Aero flight data monitor ICA lists the AW109SP among the covered Agusta models. The installation adds 3 pounds to empty weight, so the empty weight and balance and the equipment list must be updated. It needs an annual inspection every 12 calendar months and has no airworthiness limitations. LED: green is normal, red is a fault, off is a power interruption.

WEIGHT & BALANCE

Fdms Empty Weight Increase Lbs	3
Fdms Station Aft Of Datum Inches	75.6

SAFETY NOTES

- Do not reset a tripped FDMS circuit breaker while flying; check wiring continuity on the ground.
- If damage or deterioration of the flight data monitor is suspected, remove the helicopter from service until the equipment is shown to be safe.
- Compliance with bulletin 109SP-087 must be recorded in the aircraft log book; forward it to the new owner if ownership changes.