

Emergency Airworthiness Directive

AD No.: 2021-0165-E

Issued: 08 July 2021

Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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 (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

LEONARDO S.p.A.

Type/Model designation(s):

AB204B, AB205A-1 and AB212 helicopters

Effective Date: 09 July 2021

TCDS Number(s): ENAC Italy SO/A-150 and EASA.R.114

Foreign AD: Not applicable

Supersedure: None

ATA 62 – Main Rotor – Hub Strap Pins – Replacement

Manufacturer(s):

Costruzioni Aeronautiche Giovanni Agusta

Applicability:

AB204B, AB205A-1 and AB212 helicopters, all serial numbers (s/n).

Definitions:

For the purpose of this AD, the following definitions apply:

Affected part: Main rotor hub strap pins (MRHSP), having Part Number (P/N) 204-012-104-005, and having an s/n with the prefix 'FNFS'.

Serviceable Part: An MRHSP that is not an affected part.

Groups: Group 1 helicopters are those that have an affected part installed.

Group 2 helicopters are those that do not have an affected part installed.

Reason:

During investigation of a recent Bell 212 helicopter fatal accident in Canada, it has been discovered that one of the outboard MRHSP, P/N 204-012-104-005, sheared off during flight, leading to detachment of the main rotor blade and the main rotor head. It has been reported

that the failed MRHSP had only accumulated 20 hours of service. During inspection of another (Canadian-registered) Bell 212 helicopter an MRHSP with the same P/N, made by the same manufacturer (s/n prefix "FNFS"), was found deformed after only approximately 29 hours in service. The cause of failure has not yet been determined.

This condition, if not corrected, could lead to detachment of a main rotor blade, resulting in loss of control of the helicopter.

To immediately address that unsafe condition, Transport Canada issued Emergency AD CF-2021-23 for affected Bell 204, 205 and 212 helicopters registered in Canada. Although the defective MRHSP was only reported on Bell 212 helicopters, the same part can also be installed on Bell 204 and 205 helicopters. Prompted by that action, the FAA issued Emergency AD 2021-15-51, applicable to Bell 204, 205 and 212 helicopters having an affected part installed. That FAA AD was adopted by EASA. In addition, it was determined that the affected part is also eligible for installation on AB204B, AB205A-1 and AB212 helicopters.

For the reason described above, as a precautionary measure, this AD requires removal from service of each affected part, as defined in this AD, and installation of serviceable parts. This AD also prohibits (re)installation of affected parts.

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

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

Required as indicated, unless accomplished previously:

Replacement:

- (1) For Group 1 helicopters: Before next flight after the effective of this AD, replace each affected part with a serviceable part. This can be accomplished using applicable maintenance procedure.

Part(s) Installation:

- (2) For Group 1 and Group 2 helicopters: From the effective date of this AD, do not install an affected part on any helicopter.

Ref. Publications:

None.

Remarks:

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 consultation process.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.



4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any question concerning the technical content of the requirements in this AD, please contact: Leonardo S.p.A. Helicopters, Customer Support & Services, Product Support Engineering & Licenses DPT, Via Giovanni Agusta 520, 21017 Cascina Costa di Samarate (VA) – Italy, Telephone: +39 0331 711429, Fax: +39 0331 915145, E-mail: absereng.AW@leonardocompany.com.

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