



Airworthiness Directive Cancellation Notice

AD No.: 2022-0047-CN

Issued: 31 October 2024

Note: This Airworthiness Directive (AD) Cancellation Notice (CN) 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.

Design Approval Holder's Name:

BELL TEXTRON Inc.

Type/Model designation(s):

212 and 412 helicopters

Effective Date: 08 November 2024

TCDS Number(s): EASA.IM.R.106

Foreign AD: Federal Aviation Administration (FAA) AD 2024-16-19 dated 04 October 2024.

Cancellation: This Notice cancels EASA AD 2022-0047 dated 17 March 2022.

ATA 53 – CANCELLED: Fuselage - Tailboom Attachment - Inspection / Replacement

Manufacturer(s):

Bell Textron Inc. (Bell), formerly Bell Helicopter Textron Inc., Bell Helicopters Inc.

Applicability:

212 helicopters, serial numbers (s/n) 30501 to 30999 inclusive, 31101 to 31311 inclusive, 32101 to 32142 inclusive and 35001 to 35103 inclusive; and

412 and 412EP helicopters, s/n 33001 to 33213 inclusive, 34001 to 34036 inclusive, 36001 to 36687 inclusive, 36689 to 36999 inclusive, 37002 to 37018 inclusive, 37021 to 37051 inclusive, 38001 and 39101 to 39103 inclusive.

Definitions:

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

The ASB: Bell Alert Service Bulletin (ASB) 212-21-166 Revision A or ASB 412-21-187 Revision A, as applicable.

Serviceable bolt: A tailboom attachment bolt, eligible for installation, that is new (never previously installed on a helicopter).

Affected barrel nut: Steel alloy barrel nuts having Part Number (P/N) NAS577B9A, P/N NAS577B8A or P/N NAS577B6A.



Serviceable barrel nut: Nickel alloy barrel nuts having P/N NAS577C9A, P/N NAS577C8A and P/N NAS577C6A.

Reason:

Reports have been received of cracked tailboom attachment barrel nuts. The root cause for cracking could not be conclusively determined, but corrosion damage, high time in service and hydrogen embrittlement may be contributing factors. In addition, two reports of in-flight upper left-hand (LH) tailboom attachment bolt fracture have been investigated. In both cases, the fracture has been attributed to fatigue and low torque.

This condition, if not detected and corrected, could lead to fracture of one or more tailboom attachment bolts, possibly resulting in failure of the tailboom attachment and subsequent loss of control of the helicopter.

To address this potential unsafe condition, Bell published the ASB, as defined in this AD, providing inspection and replacement instructions, and EASA issued AD 2022-0036 to require a one-time inspection and/or replacement of the tailboom attachment bolts, replacement of all affected barrel nuts, and recurrent torque checks with associated corrective actions.

After that AD was issued, it was determined that the list of tailboom attachment bolt P/N in AD 2022-0036 was incomplete. Consequently, EASA issued AD 2022-0047.

Since that AD was issued, the Federal Aviation Administration (FAA), as State of Design authority for the Bell helicopters, issued FAA AD 2024-16-19 effective on 08 November 2024, addressing the potential unsafe condition identified in EASA AD 2022-0047 and requiring accomplishment of additional actions. That AD has been adopted by EASA and, therefore, it has been determined that EASA AD 2022-0047 is not needed anymore.

For the reason described above, this Notice cancels EASA AD 2022-0047.

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

None.

Ref. Publications:

Bell Textron Inc. ASB 212-21-166 Revision A dated 23 February 2022.

Bell Textron Inc. ASB 412-21-187 Revision A dated 23 February 2022.

Remarks:

1. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 28 November 2024. Only if any comment is received during the consultation period, a Comment Response Document will be published in the [EASA Safety Publications Tool](#), in a compressed ('zipped') file, attached to the record for this AD.



2. Enquiries regarding this AD-CN should be referred to the EASA Safety Information Section, Certification Directorate; E-mail: ADs@easa.europa.eu.
3. For any question concerning the technical content of this AD-CN, please contact:
Airbus Helicopters (Technical Support)
E-mail: TechnicalSupport.Helicopters@airbus.com
Airbus World: Technical Request Management: <https://airbusworld.helicopters.airbus.com>.

