Notification of a Proposal to Cancel an Airworthiness Directive

PAD No.: 22-078-CN

Issued: 10 June 2022

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.
All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:
BELL TEXTRON Inc.

Type/Model designation(s):
212 and 412 helicopters

Effective Date: [planned: 06 July 2022]

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

Foreign AD: Federal Aviation Administration (FAA) AD 2022-11-19 dated 01 June 2022.

Supersedure: None

ATA 28 / 79 – CANCELLED: Fuel / Oil – Check Valves – Inspection / Replacement

---

Manufacturer(s):
Bell Textron Inc. (Bell), formerly Bell Helicopter Textron Inc., Bell Helicopters Inc.

Applicability:
212, 412 and 412EP helicopters, all serial numbers (s/n).

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

The applicable ASB: Bell ASB 212-20-163 Revision B (oil check valve), ASB 212-20-164 Revision B (fuel check valve), ASB 412-20-182 Revision B (oil check valve) and ASB 412-20-183 Revision C (fuel check valve), as applicable.

Affected part(s): Oil check valves, having Part Number (P/N) 209-062-520-001 (older valves may indicate P/N 209-062-520-1), and fuel check valves, having P/N 209-062-607-001 (or P/N 209-062-607-1), manufactured by Circor Aerospace (marked "Circle Seal"), which exceed the dimensions specified in Part I of the applicable ASB, except those which have a "TQL" marking (identifying the use of the correct torque level).

Serviceable part: Any oil or fuel check valve, eligible for installation, which 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:
An occurrence was reported where, due to the application of an incorrect torque level during the assembly process, certain oil and fuel check valves are susceptible to cracking, which may lead to fuel or oil leakage.

This condition, if not detected and corrected, could lead to a lack of engine lubrication and/or loss of fuel supply to the engine, possibly resulting in uncommanded engine in-flight shut-down or fire and subsequent loss of control of the helicopter.

Previously, FAA issued AD 2019-09-02, which was adopted by EASA, to require removal from service of certain affected parts, having a manufacturing date between October 2011 and March 2015 included.

Since that AD was issued, it was determined that affected parts manufactured before October 2011 may also be susceptible to cracking. Consequently, Bell published the applicable ASB to provide inspection instructions for all affected parts with a manufacturing date up to March 2015 inclusive.

For the reasons described above, EASA issued AD 2021-0163 to require repetitive inspections and replacement of any affected parts found cracked, and removal from service of affected parts. That AD also prohibited (re)installation of affected parts.

Since that AD was issued, the FAA AD 2022-11-19 was published, which contains the same requirements as EASA AD 2021-0163. This AD has been adopted by EASA which makes the EASA AD redundant. Therefore, this Notice proposes to cancel EASA AD 2021-0163.

Required Action(s) and Compliance Time(s):
None

Ref. Publications:
Bell ASB 212-20-163 Revision B dated 06 April 2021.

Bell ASB 212-20-164 Revision B dated 06 April 2021.

Bell ASB 412-20-182 Revision B dated 06 April 2021.

Bell ASB 412-20-183 Revision C dated 06 April 2021.

Remarks:
1. This Proposed AD-CN will be closed for consultation on 01 July 2022.

2. Enquiries regarding this PAD-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 PAD-CN, please contact: Bell Textron Inc., Bell Product Support Engineering, Telephone: +1-450-437-2862 or +1-800-363-8023, E-mail: productsupport@bellflight.com.