


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2010-0057</p> <p>Date: 26 March 2010</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p>Type Approval Holder's Name :</p> <p>Agusta S.p.A</p>	<p>Type/Model designation(s) :</p> <p>AB212 Helicopters</p>
TCDS Number:	ENAC Italy SO/A 375
Foreign AD:	FAA Airworthiness Directive 2008-06-03
Supersedure:	None
ATA 62	Main Rotor - Main Rotor Blade - Inspection
Manufacturer(s):	Agusta S.p.A
Applicability:	AB212 helicopter, all serial numbers if equipped with main rotor blades part number (P/N) 212-015-501-5, 212-015-501-115 or 212-015-501-119.
Reason:	<p>Following a case of cracks on a main rotor blade P/N 212-015-501-115 having accumulated 1 026 hours, which was installed on a Bell 212 helicopter, the investigations accomplished by Bell Helicopter have identified the reason of the cracks in a manufacturing defect, i.e. an inadequate adhesive bonding in the area between the grip plate and the main doubler surface.</p> <p>To prevent this unsafe condition, and in consideration that Agusta AB212 helicopters install the same main rotor blade P/N and that it is allowed to install on Agusta AB212 helicopters also main rotor blades manufactured by Bell Helicopter, this AD requires repetitive visual inspections of the main rotor blade and the accomplishment of the associated corrective actions, as necessary.</p>
Effective Date:	09 April 2010
Required action(s) and Compliance Time(s):	Required as indicated:

	<p>(1) Within 25 flight hours (FH) after the effective date of this AD, and thereafter at intervals not to exceed 100 FH, inspect the main rotor blades in accordance with the instructions of Agusta Bollettino Tecnico (BT) 212-200.</p> <p>(2) If any crack is found, before next flight remove the main rotor blade and replace with a serviceable part, in accordance with the instructions of Agusta BT 212-200.</p>
Ref. Publications:	<p>Agusta Bollettino Tecnico 212-200 dated 24 March 2010.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: AD@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Agusta S.p.A. Customer Support - Via del Gregge, 100 - 41015 Linate Pozzolo (VA) – Italy Phone + 39 0331 664803 Fax + 39 0331 664680; E-mail: absereng@agustaworld.com.