

EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	AD No.: 2010-0243-E Date: 23 November 2010 Note: This Emergency 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.
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].	
Type Approval Holder's Name : Agusta S.p.A	Type/Model designation(s) : AB212 helicopters
TCDS Number:	ENAC Italy SO/A 375
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA AD 2010-0240-E dated 19 November 2010.
ATA 62	Rotors – Main Rotor Hub Inboard Strap Fitting – Identification / Replacement
Manufacturer(s):	Agusta S.p.A
Applicability:	AB212 helicopters, all serial numbers, if equipped with a main rotor hub inboard strap fitting Part Number (P/N) 212-010-103-007.
Reason:	Recently, an accident occurred with a Bell Helicopter Textron, Inc. (Bell) Model 212 helicopter that resulted in several fatalities. During the investigation of the accident, a crack was found on the main rotor hub inboard strap fitting. Subsequently, four additional fittings from the same manufacturing batch, which is suspected not to be in conformity with the approved design data, were inspected and two were found to exhibit the same type of cracking as found on the fitting installed on the helicopter involved in the accident. This condition, if not corrected, could result in failure of the fitting, loss of a main rotor blade, and subsequent loss of control of the helicopter. The FAA issued Emergency AD 2010-24-51, addressing this unsafe condition on Bell 212 helicopters, and requiring the replacement of the affected main rotor hub inboard strap fittings with P/N 212-010-103-007. Although the unsafe condition has been detected only on parts manufactured by Bell for installation on Model 212 helicopters, the possibility exists that the unsafe parts may be installed on Agusta AB212 helicopters, due to the P/N commonality of main rotor hub inboard strap fittings on these two type designs. Consequently, Agusta issued Alert Bollettino Tecnico (BT) 212-201. Prompted by the initial FAA AD and the Agusta BT, EASA issued AD 2010-0240-E to require the same actions for Agusta AB212 helicopters.

	Since FAA Emergency AD 2010-24-51 was issued, it has been discovered that three additional fittings from a different manufacturing batch have the same type of cracking as was found on the fitting installed on the accident helicopter. Prompted by these findings, the FAA issued Emergency AD 2010-24-52, expanding the Applicability to include the additional strap fittings. For the reasons described above, this AD retains the requirements of EASA AD 2010-0240-E, which is superseded, and requires the identification and replacement of all affected P/N 212-010-103-007 main rotor hub inboard strap fittings. This AD also prohibits the installation on a helicopter of any affected strap fittings that may currently be held as spares.					
Effective Date:	24 November 2010					
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Before next flight after the effective date of this AD, accomplish the following actions concurrently: (1.1) Identify the serial number (s/n) of the P/N 212-010-103-007 main rotor hub inboard strap fittings installed on the helicopter. (1.2) If the s/n matches one of those listed in Table 1 of this AD, replace the main rotor hub inboard strap fitting with a serviceable part, in accordance with the instructions of Agusta Alert BT 212-201 Revision A. Table 1 - affected s/n's <table border="1" data-bbox="668 987 1275 1238"> <tr><td>A-9956 through A-10005 inclusive</td></tr> <tr><td>SH-52, SH-54 and SH-55</td></tr> <tr><td>SH-57 through SH-65 inclusive</td></tr> <tr><td>SH-67, SH-69, SH-70, SH-71 and SH-73</td></tr> <tr><td>SH-103, SH-112, SH-113, SH-137 and SH-139</td></tr> </table> (2) From the effective date of this AD, do not install on any helicopter a P/N 212-010-103-007 main rotor hub inboard strap fitting having a s/n that is listed in Table 1 of this AD.	A-9956 through A-10005 inclusive	SH-52, SH-54 and SH-55	SH-57 through SH-65 inclusive	SH-67, SH-69, SH-70, SH-71 and SH-73	SH-103, SH-112, SH-113, SH-137 and SH-139
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Ref. Publications:	Agusta Alert BT 212-201 Revision A dated 22 November 2010. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.					
Remarks:	- If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. - The safety assessment has requested not to implement the full consultation process and an immediate publication and notification. - Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. - 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 - 21015 Lonate Pozzolo (VA) – Italy Phone + 39 0331 664873; Fax: + 39 0331 664680; E-mail: absereng@agustawestland.com.					