


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2012-0001</p> <p>Date: 04 January 2012</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>
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 : AgustaWestland S.p.A	Type/Model designation(s) : AB 212 helicopters
TCDS Number:	ENAC Italy SO/A375
Foreign AD:	None; the actions required by this AD are related to those required by FAA AD 2011-23-02, applicable to Bell model 212 helicopters.
Supersedure:	This AD supersedes EASA AD 2010-0057 dated 26 March 2010.
ATA 62	Main Rotor – Main Rotor Blades – Inspection / Replacement
Manufacturer(s):	Agusta S.p.A., AgustaWestland S.p.A.
Applicability:	AB 212 helicopters, all serial numbers.
Reason:	<p>A crack was found on a Main Rotor (MR) blade, Part Number (P/N) 212-015-501-115, that had accumulated 1 026 flight hours (FH), installed on a Bell Model 212 helicopter. The results of the technical investigation, conducted by Bell Helicopter, revealed that the crack had been caused by a manufacturing defect due to an inadequate adhesive bonding in the area between the grip plate and the mating doubler surface.</p> <p>This condition, if not detected and corrected, could lead to in-flight separation of a rotor blade and consequent loss of control of the helicopter.</p> <p>To address this condition, Bell Helicopter issued Alert Service Bulletin (ASB) 212-08-130 rev. A, and FAA issued AD 2010-03-03, requiring the actions described in that ASB. Considering that the same MR P/N blades can also be installed on AB 212 helicopters, AgustaWestland issued Bollettino Tecnico (BT) 212-200 and EASA issued AD 2010-0057 to require repetitive inspections of the MR blades at intervals not to exceed 100 FH.</p> <p>After two more cases of cracked MR blades discovered on Bell 212 helicopters, Bell issued ASB 212-08-130 rev B and FAA issued AD 2011-23-02 to reduce the inspection interval from 100 FH to 25 FH. Prompted by these findings and actions, AgustaWestland issued BT 212-200 rev. A with the same compliance times as Bell ASB 212-08-130 rev. B.</p> <p>For the reasons described above, this AD retains the requirements of EASA AD 2010-0057, which is superseded, and reduces the interval of the</p>

	repetitive inspections of the MR blades up to 25 FH.
Effective Date:	18 January 2012
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 25 FH after the effective date of this AD, or within 25 FH after the last inspection carried out in compliance with EASA AD 2010-0057, whichever occurs first, and, thereafter, at intervals not to exceed 25 FH, inspect each P/N 212-015-501-5, P/N 212-015-501-115, P/N 212-015-501-119, P/N 204-012-001-23 and P/N 204-012-001-33 MR blade in accordance with the instructions of AgustaWestland BT 212-200 rev. A. (2) If, during any inspection as required by paragraph (1) of this AD, a crack is found, before next flight, replace the affected MR blade with a serviceable part in accordance with the instructions of AgustaWestland BT 212-200 rev. A. (3) Replacement of a MR blade as required by paragraph (2) of this AD does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD. (4) From the effective date of this AD, do not install on a helicopter a P/N 212-015-501-5, P/N 212-015-501-115, P/N 212-015-501-119, P/N 204-012-001-23 or P/N 204-012-001-33 MR blade that has previously been installed on a helicopter, unless the MR blade has passed the inspection as required by this AD.
Ref. Publications:	<p>AgustaWestland BT 212-200 rev. A, dated 20 December 2011.</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 Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: AgustaWestland S.p.A. Customer Support Via del Gregge, 100 - 21015 Lonate Pozzolo (VA) – Italy Telephone + 39 0331-664396 ; Fax: + 39 0331-664680 E-mail: custserv@agustawestland.com.