


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2014-0203</p> <p>Date: 09 September 2014</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 EU 748/2012, Part 21.A.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>Design Approval Holder's Name: AgustaWestland S.p.A.</p>	<p>Type/Model designation(s): AB 412 and AB 412 EP helicopters</p>
<p>TCDS Number:</p>	<p>ENAC Italy A 157</p>
<p>Foreign AD:</p>	<p>Not applicable</p>
<p>Supersedure:</p>	<p>None</p>
<p>ATA 25</p>	<p>Equipment / Furnishings – External Cargo Hook Installation / Suspension Assembly Nuts – Inspection / Replacement</p>
<p>Manufacturer(s):</p>	<p>AgustaWestland S.p.A. (formerly Agusta S.p.A)</p>
<p>Applicability:</p>	<p>AgustaWestland AB 412 and AB 412EP helicopters equipped with external cargo suspension hook Part Number (P/N) 212-706-103-XXX (where XXX represents any numerical value).</p>
<p>Reason:</p>	<p>During a scheduled inspection on an AB 412 helicopter, one of the nuts P/N MS21042L4 connecting the yoke with the tube in the suspension assembly of the external cargo hook installation was found cracked.</p> <p>Subsequent technical investigation determined that the root cause for the crack was a production deficiency (causing hydrogen embrittlement) at the nut supplier.</p> <p>This condition, if not detected and corrected, could reduce the structural integrity of the helicopter's external cargo hook installation.</p> <p>To address this unsafe condition, AgustaWestland issued Bollettino Tecnico (BT) 412-141 providing instructions for inspection and nut replacement.</p> <p>For the reason described above, this AD requires repetitive inspections of all nuts P/N MS21042L4 installed on the suspension assembly of the external cargo hook installation as well as replacement of each nut with a serviceable part having a different P/N.</p>
<p>Effective Date:</p>	<p>23 September 2014</p>

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 25 flight hours (FH) after the effective date of this AD and, thereafter, at intervals not to exceed 25 FH, inspect each nut P/N MS21042L4 installed on the suspension assembly P/N 204-072-915-XXX of the external cargo suspension hook for cracks in accordance with the instructions of AgustaWestland BT 412-141. (2) If, during any inspection as required by paragraph (1) of this AD, any nut P/N MS21042L4 is found cracked, before next flight, replace each nut with a serviceable nut P/N NAS1805-4 in accordance with the instructions of AgustaWestland BT 412-141. (3) Unless already accomplished as required by paragraph (2) of this AD, within 3 months after the effective date of this AD, replace each nut P/N MS21042L4 installed on the suspension assembly P/N 204-072-915-XXX of the external cargo suspension hook with a serviceable nut P/N NAS1805-4 in accordance with the instructions of AgustaWestland BT 412-141. (4) Replacement of each nut on a helicopter as required by paragraph (2) or (3) of this AD, as applicable, constitutes terminating action for the repetitive inspections required by paragraph (1) of this AD for that helicopter. (5) Do not install a nut having a P/N MS21042L4 on the suspension assembly of the external cargo suspension hook on any helicopter as required by paragraph (5.1) or (5.2) of this AD, as applicable. <ol style="list-style-type: none"> (5.1) For helicopters with nuts P/N MS21042L4 currently installed on the suspension assembly: after nut replacement, as required by paragraph (2) or (3) of this AD, as applicable. (5.2) For helicopters with no nuts P/N MS21042L4 currently installed on the suspension assembly: from the effective date of this AD.
<p>Ref. Publications:</p>	<p>AgustaWestland BT 412-141 original issue dated 05 September 2014.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. 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. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification 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 & Services – Italy, Product Support Engineering Dpt., Via del Gregge, 100, 21015 Lonate Pozzolo (VA) – ITALY Tel.: +39 0331 664905, Fax: +39 0331 664684. E-mail: absereng@agustawestland.com.