


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2011-0247</b></p> <p><b>Date: 22 December 2011</b></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><b>Type Approval Holder's Name :</b></p> <p>Agusta S.p.A</p>	<p><b>Type/Model designation(s) :</b></p> <p>AB412/AB412EP helicopters</p>
TCDS Number:	ENAC Italy SO/A 375
Foreign AD:	Not applicable
Supersedure:	None
<b>ATA 62</b>	<b>Main Rotor – Collective Lever – Inspection / Replacement</b>
Manufacturer(s):	AgustaWestland S.p.A.
Applicability:	AB412 and AB412EP helicopters, all serial numbers.
Reason:	<p>A case of a fractured collective lever Part Number (P/N) 412-010-408-101 occurred on a Bell 412. The results of the technical investigation, carried out by Bell Helicopter, revealed that the main probable cause of the fracture was fatigue due to residual stress induced during the manufacturing process.</p> <p>This condition, if not detected and corrected, could lead to further events of collective lever fracture resulting in reduced control of the helicopter.</p> <p>To address this condition, Bell Helicopter issued Alert Service Bulletin 412-11-148. Taking into account that the AgustaWestland AB412/AB412EP helicopters have the same component installed, manufactured either by AgustaWestland or Bell Helicopter, AgustaWestland issued Bollettino Tecnico (BT) 412-131 which provides instructions to inspect the collective lever, and to replace the lever, if a cracked part is found.</p> <p>For the reasons described above, this AD requires repetitive inspections of the collective lever P/N 412-010-408-101 and, if a crack is detected, replacement of the lever.</p>
Effective Date:	05 January 2012

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within 25 flight hours (FH) or 3 months, whichever occurs first after the effective date of this AD and, thereafter, at intervals not to exceed 100 FH, accomplish a visual inspection of the collective lever Part Number P/N 412-010-408-101 in accordance with the Accomplishment Instructions of the AgustaWestland BT 412-131.</li> <li>(2) If, during any inspection as required by paragraph (1) of this AD, a crack is suspected, before next flight, accomplish a Fluorescent Penetrant Inspection of the collective lever in accordance with the Accomplishment Instructions of the AgustaWestland BT 412-131. <ol style="list-style-type: none"> <li>(2.1) If, during the inspection as required by paragraph (2) of this AD, a crack is detected, before next flight, replace the collective lever with a serviceable part.</li> <li>(2.2) If, during any inspection as required by paragraph (2) of this AD, no crack is detected, before next flight, accomplish the actions as detailed in paragraph 9 of the Accomplishment Instructions of AgustaWestland BT 412-131.</li> </ol> </li> <li>(3) Replacement of the collective lever with a serviceable part, as required by paragraph (2.1) of this AD, or accomplishment of corrective actions as required by paragraph (2.2) of this AD, does not constitute terminating action for the repetitive inspection requirements of this AD.</li> </ol>
<p>Ref. Publications:</p>	<p>AgustaWestland BT 412-131 dated 21 November 2011.</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"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 28 November 2011 as PAD 11-128 for consultation until 20 December 2011. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>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 0331-664873 ; Fax: + 39 0331-664680  E-mail: <a href="mailto:absereng@agustawestland.com">absereng@agustawestland.com</a>.</li> </ol>