



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 22-045

Issued: 12 April 2022

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

LEONARDO S.p.A.

Type/Model designation(s):

AB212 and AB412 helicopters

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.R.114

Foreign AD: Not applicable

Supersedure: None

ATA 53 – Fuselage – Tailboom / Fin Spar Cap – Inspection

Manufacturer(s):

AgustaWestland S.p.A., formerly Agusta S.p.A., Agusta un'azienda di Finmeccanica S.p.A., Costruzioni Aeronautiche Giovanni Agusta

Applicability:

AB212, AB412 and AB412EP helicopters, all serial numbers.

Definitions:

For the purpose of this AD, the following definitions apply:

Affected part: Left-hand fin spar cap, having Part Number 212-030-447-117.

The SB: Leonardo S.p.A. Service Bulletin (SB) 212-213 or SB 412-168, as applicable.

Reason:

An occurrence was reported of finding a fatigue crack which developed in an affected part. The crack occurred at vertical fin station 71 through the first rivet hole attaching the skin to the affected part.



This condition, if not detected and corrected, could create stress concentrations at the edge of the rivet holes, possibly resulting in reduced structural integrity and subsequent loss of control of the helicopter.

To address this potential unsafe condition, Leonardo published the SB, providing inspection instructions.

For the reason described above, this AD requires repetitive inspections of the affected part and the adjacent fin skin and, depending on finding, repair.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within 100 flight hours (FH) after the effective date of this AD and, thereafter, at intervals not to exceed 100 FH, inspect the affected part and the exterior of the fin skin in the area of contact with the affected part in accordance with the instructions of the SB.

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, any discrepancy as defined in the SB is detected, before next flight, contact Leonardo for approved repair instructions and within the compliance time defined therein, accomplish the repair accordingly.

Terminating Action:

- (3) Accomplishment of a repair on a helicopter, 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 for that helicopter, unless stated otherwise in the applicable repair instructions.

Ref. Publications:

Leonardo S.p.A. SB 212-213 original issue dated 19 May 2021.

Leonardo S.p.A. SB 412-168 original issue dated 19 May 2021.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 10 May 2022.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD applies, if the same unsafe condition can



exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

4. For any question concerning the technical content of the requirements in this PAD, please contact: Leonardo S.p.A. Helicopters, Customer Support & Services, Product Support Engineering, E-mail: absereng.aw@leonardocompany.com.

