



## Airworthiness Directive

**AD No.:** 2022-0084

**Issued:** 11 May 2022

Note: This Airworthiness Directive (AD) 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.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, 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 [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

### Design Approval Holder's Name:

LEONARDO S.p.A.

### Type/Model designation(s):

AB212 and AB412 helicopters

**Effective Date:** 25 May 2022

**TCDS Number(s):** EASA.R.114

**Foreign AD:** Not applicable

**Supersedure:** None

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

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### 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 findings, 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 is detected as defined in the SB, 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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 12 April 2022 as PAD 22-045 for consultation until 10 May 2022. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).



4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, 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 AD 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.
5. For any question concerning the technical content of the requirements in this AD, please contact: Leonardo S.p.A. Helicopters, Customer Support & Services, Product Support Engineering, E-mail: [absereng.aw@leonardocompany.com](mailto:absereng.aw@leonardocompany.com).

