



Airworthiness Directive

AD No.: 2022-0221

Issued: 16 November 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):

AB206 helicopters

Effective Date: 30 November 2022

TCDS Number(s): EASA.R.140

Foreign AD: Not applicable

Supersedure: None

ATA 65 – Tail Rotor – Drive Shaft – Inspection / Test

Manufacturer(s):

Agusta S.p.A., formerly Costruzioni Aeronautiche Giovanni Agusta

Applicability:

AB206A and AB206B helicopters, all serial numbers.

Definitions:

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

The ASB: Leonardo Alert Service Bulletin (ASB) 206-256.

Affected part: Tail Rotor Driveshafts (TRDS), having Part Number (P/N) 206-040-330-3, P/N 206-040-330-101, P/N 206-040-931-9, P/N 206-040-931-11, P/N 206-040-931-101, P/N 206-040-931-103, P/N 206-040-369-1, P/N 206-040-369-101, P/N 206-040-365-101, P/N 206-040-365-105, P/N 206-040-365-121 or P/N 206-040-365-123.

Serviceable part: An affected part that is new (not previously installed); or an affected part that has accumulated less than 300 flight hours (FH) and less than 12 months after having passed an inspection and a proof load test (no discrepancies found) in accordance with the instructions of the ASB.



Groups: Group 1 are helicopters which have an affected part installed; Group 2 are helicopters which do not have an affected part installed.

Reason:

Occurrences have been reported of finding disbonded adapters on the segmented tail rotor driveshaft.

This condition, if not detected and corrected, could lead to failure of the affected part and subsequent loss of control of the helicopter.

To address this potential unsafe condition, Leonardo published the ASB, providing inspection and replacement instructions.

For the reason described above, this AD requires repetitive inspections of the affected parts and, depending on findings, replacement. This AD also introduces criteria for (re)installation of affected parts.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) For Group 1 helicopters: Within 75 FH or 3 months, whichever occurs first after the effective date of this AD, and, thereafter, at intervals not to exceed 300 FH or 12 months, whichever occurs first, perform a detailed inspection of each affected part and a proof load test of each affected part in accordance with the instructions of the ASB.

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, any damage of the bond line is found on an affected part, before next flight, replace that affected part with a serviceable part in accordance with the instructions of the ASB.
- (3) If, during any proof load test as required by paragraph (1) of this AD, any discrepancy, as identified in the ASB, is found on an affected part, before next flight, replace that affected part with a serviceable part in accordance with the instructions of the ASB.

Terminating Action:

- (4) None.

Part(s) Installation:

- (5) For Group 1 and Group 2 helicopters: From the effective date of this AD, it is allowed to install on any helicopter an affected part, provided it is a serviceable part, as defined in this AD, and that, following installation, it is inspected and tested as required by paragraph (1) of this AD.

Ref. Publications:

Leonardo ASB 206-256 original issue dated 09 November 2022.



The use of later approved revisions of the above-mentioned document 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. 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 EASA Safety Information Section, Certification Directorate. E-mail: 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@leonardo.com.

