

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2015-0106
	Date: 11 June 2015 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.
This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EU 1321/2014 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 [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].	
Design Approval Holder's Name: AGUSTAWESTLAND S.p.A.	Type/Model designation(s): AB 212 and AB 412 helicopters
TCDS Number:	EASA.R.114
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA AD 2014-0203 dated 09 September 2014.
ATA 25	Equipment / Furnishings – External Cargo Hook Installation / Suspension Assembly Nuts – Inspection / Replacement
Manufacturer(s):	AgustaWestland S.p.A. (formerly Agusta S.p.A)
Applicability:	AB 212, 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).
Reason:	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. Subsequent technical investigation determined that the root cause for the crack was a production deficiency (causing hydrogen embrittlement) at the nut supplier. This condition, if not detected and corrected, could reduce the structural integrity of the helicopter's external cargo hook installation. To address this unsafe condition, AgustaWestland issued Bollettino Tecnico (BT) 412-141 providing instructions for inspection and nut replacement. Consequently, EASA issued AD 2014-0203 to require repetitive inspections of all P/N MS21042L4 nuts 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. Since that AD was issued, it was determined that the same suspension assembly is installed on AB 212 helicopters, so that the unsafe condition may also exist on those helicopters. Prompted by this, AgustaWestland issued BT 212-206 to provide instructions for inspection and nut replacement.

	For the reason described above, this AD retains the requirements of EASA AD 2014-0203, which is superseded, and extends the actions to AB 212 helicopters.												
Effective Date:	25 June 2015												
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within the compliance time as specified in Table 1 of this AD, as applicable to helicopter model, and, thereafter, at intervals not to exceed 25 flight hours (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 or BT 212-206, as applicable to helicopter model. Table 1 – Inspection of Nuts P/N MS21042L4 <table border="1"> <thead> <tr> <th>Helicopter Model</th><th>Compliance Time</th></tr> </thead> <tbody> <tr> <td>AB 412, AB 412EP</td><td>Within 25 FH after 23 September 2014 [the effective date of EASA AD 2014-0203].</td></tr> <tr> <td>AB 212</td><td>Within 25 FH after the effective date of this AD.</td></tr> </tbody> </table> (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 or BT 212-206, as applicable. (3) Unless already accomplished as required by paragraph (2) of this AD, within the compliance time as specified in Table 2 of this AD, as applicable, 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 or BT 212-206, as applicable. Table 2 – Replacement of Nuts P/N MS21042L4 <table border="1"> <thead> <tr> <th>Helicopter Model</th><th>Compliance Time</th></tr> </thead> <tbody> <tr> <td>AB 412, AB 412EP</td><td>Within 3 months after 23 September 2014 [the effective date of EASA AD 2014-0203].</td></tr> <tr> <td>AB 212</td><td>Within 3 months after the effective date of this AD.</td></tr> </tbody> </table> (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. (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.	Helicopter Model	Compliance Time	AB 412, AB 412EP	Within 25 FH after 23 September 2014 [the effective date of EASA AD 2014-0203].	AB 212	Within 25 FH after the effective date of this AD.	Helicopter Model	Compliance Time	AB 412, AB 412EP	Within 3 months after 23 September 2014 [the effective date of EASA AD 2014-0203].	AB 212	Within 3 months after the effective date of this AD.
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Ref. Publications:	AgustaWestland BT 412-141 original issue dated 05 September 2014. AgustaWestland BT 212-206 original issue dated 22 May 2015. The use of later approved revisions of these 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. 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 Giovanni Agusta 520, 21017 Cascina Costa di Samarate (VA) – Italy Tel.: +39 0331 711439, Fax: +39 0331 225988, E-mail: absereng@agustawestland.com
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