



Airworthiness Directive

AD No.: 2024-0104

Issued: 24 May 2024

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: 31 May 2024

TCDS Number(s): EASA.R.114

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2009-0185 dated 20 August 2009.

ATA 53 – Fuselage – Left Upper Cap Angle – 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:

Leonardo AB212, AB412 and AB412 EP helicopters, all serial numbers.

Definitions:

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

The SB: Leonardo SB 212-219 or SB 412-128 Revision (Rev.) A, as applicable.

Affected parts: Left upper cap angle having part number (P/N) 212-030-191-1.

Reason:

Failure of an affected part has been reported on a AB412 EP helicopter. The preliminary investigation has identified an Hi-lock hole to be the origin of the crack.

This condition, if not detected and corrected, could reduce the structural integrity of the helicopter.



To address this potential unsafe condition, Agusta issued Mandatory Bollettino Tecnico (MBT) 412-128, providing instructions for repetitive inspections, and EASA issued AD 2009-0185, requiring repetitive inspections for the affected part, at intervals not exceeding 100 flight hours (FH).

Since that AD was issued, further investigations determined that the interval for repetitive inspections has to be reduced, and that other helicopters, due to similarity of design, have to be inspected.

For the reason described above, this AD retains the requirements of AD 2009-0185, which is superseded, reduces the interval for the repetitive inspection, and expands the applicability to AB212 helicopters.

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

Required as indicated by this AD, unless the actions required by this AD have been already accomplished:

Inspection(s):

- (1) For AB412 and AB412 EP helicopters: Within 25 FH since last inspection accomplished in accordance with the instructions of Agusta MBT 412-128 (as required by EASA AD 2009-0185), or within 5 FH after the effective date of this AD, whichever occurs later, and, thereafter, at intervals not to exceed 25 FH, inspect the affected part in accordance with the instructions of the SB.
- (2) For AB 212 helicopters: Within 25 FH after the effective date of this AD, and, thereafter, at intervals not to exceed 25 FH, inspect the affected part in accordance with the instructions of the SB.

Corrective Action(s):

- (3) If, during any inspection as required by paragraph (1) or (2) of this AD, as applicable, any crack or damage is detected, before next flight, contact Leonardo for approved instructions and, within the compliance time specified therein, accomplish those instructions accordingly.

Ref. Publications:

Agusta Mandatory Bollettino Tecnico 412-128 dated 17 August 2009, or Leonardo SB 412-128 Rev. A dated 24 May 2024.

Leonardo SB 212-219 dated 24 May 2024.

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. 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. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 21 June 2024. Only if any comment is received during the consultation period, a Comment Response Document will be published in the EASA Safety Publications Tool, in a compressed ('zipped') file, attached to the record for this AD.
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@leonardocompany.com.

