AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.1 (1) of CAR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Bell Helicopter Textron 212 Series Helicopters

AD/BELL 212/65 Main Rotor Tension-Torsion Straps - 2 1/2003 DM

Applicability: Model 212 helicopters, with main rotor tension-torsion (TT) strap, part number 204-012-122-1, -5, or 214-010-179-1, installed.

Requirement: Remove and replace any TT strap with 1,200 hours total time in service or 24 or more months since initial installation on any helicopter, whichever occurs first.

This Directive revises the Limitations section of the maintenance manual by establishing a life limit for TT straps, part number 204-012-122-1, -5, or 214-010-179-1, of 1,200 hours total time in service or 24 months since initial installation on any helicopter, whichever occurs first.

Note: FAA AD 2002-22-14 Amdt 39-12941 refers.

Compliance: Before further flight after 27 November 2002, unless already accomplished.

This Airworthiness Directive becomes effective on 27 November 2002.

Background: The original FAA AD requirement (AD 80-17-09) was prompted by an offshore accident of a Model 212 helicopter in which a TT strap reportedly failed in-flight after 2,140 hours total time in service, with resulting loss of the main rotor blade. This Directive restates the requirements AD 80-17-09 and establishes a life limit for TT straps by revising the Limitations section of the maintenance manual. The actions required by this Directive are intended to prevent failure of a TT strap, loss of a main rotor blade, and subsequent loss of control of the helicopter.

David Alan Villiers
Delegate of the Civil Aviation Safety Authority

21 November 2002

The above AD is notified in the *Commonwealth of Australia Gazette* on 27 November 2002.