



## Emergency Airworthiness Directive

**AD No.:** 2020-0062-E

**Issued:** 17 March 2020

Note: This Emergency 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, 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 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, AB412 and AB412EP helicopters

**Effective Date:** 19 March 2020

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

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 64 – Tail Rotor – Hub / Blade Assembly – Replacement

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### Manufacturer(s):

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

### Applicability:

AB212, AB412 and AB412EP helicopters, all serial numbers (s/n).

### Definitions:

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

**The applicable ASB:** Leonardo Emergency Alert Service Bulletin (ASB) 212-210 and Emergency ASB 412-159, as applicable.

**Affected blade:** Tail rotor blades, having Part Number 212-010-750-133, and having a s/n listed in Table 1 of this AD, except those that are marked with an "R" near the blade s/n (see Note 1 of this AD).

Note 1: An "R" marked near the s/n identifies a tail rotor blade which passed an inspection (no defects found) in accordance with the instructions of the applicable ASB, including those that, following that inspection, have been repaired in accordance with the instructions of the applicable ASB.



**Affected assembly:** Tail rotor hub and blade assembly, which includes one or more affected blade(s).

**Serviceable assembly:** Tail rotor hub and blade assembly, which does not include any affected blade.

**Groups:** Group 1 helicopters are those equipped with an affected assembly, as defined in this AD. Group 2 helicopters are equipped with a serviceable assembly, as defined in this AD.

**Reason:**

One occurrence has been reported of finding a surface defect on a tail rotor blade. Investigation results determined that this defect may have been generated during manufacturing, and identified a batch of tail rotor blades which may have a similar defect.

This condition, if not detected and corrected, could lead to failure of a tail rotor blade, possibly resulting in reduced control of the helicopter.

To address this potential unsafe condition, Leonardo issued the applicable ASB, providing instructions for inspections of affected blades.

For the reasons described above, this AD requires replacement of each affected assembly with a serviceable assembly, as defined in this AD.

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

Required as indicated, unless accomplished previously:

**Part Replacement:**

- (1) For Group 1 helicopters: Within 5 flight hours after the effective date of this AD, replace the affected assembly with a serviceable assembly, as defined in this AD, in accordance with the instructions of the applicable ASB (see Note 2 of this AD).

Table 1 – Affected blades s/n

A-17646	BH036476	BH465053	BH667907
A-17757	BH037067	BH506612	BH687107
A-17798	BH118769	BH506746	BH687109
A-17851	BH123278	BH507779	BH696272
A-18981	BH123281	BH659970	BH696273
A-19320	BH137826	BH665902	BH704247
A-19325	BH458852	BH665905	-

Note 2: An affected assembly, which affected blades have been re-identified with an “R” near the blade s/n after passing an inspection or being repaired, as applicable, in accordance with the instructions of the applicable ASB, is effectively a serviceable assembly and can be (re)installed on a helicopter.



**Part(s) installation:**

- (2) For Group 1 and Group 2 helicopters: From the effective date of this AD, it is allowed to install a tail rotor hub and blade assembly on a helicopter, provided it is a serviceable assembly, as defined in this AD.

**Ref. Publications:**

Leonardo Emergency ASB 212-210 original issue dated 16 March 2020.

Leonardo Emergency ASB 412-159 original issue dated 16 March 2020.

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. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness 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](#).
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 & Licenses DPT, Via Giovanni Agusta 520, 21017 Cascina Costa di Samarate (VA) – Italy, Tel.: +39 0331 711429, Fax: +39 0331 915145, E-mail: [absereng.AW@leonardocompany.com](mailto:absereng.AW@leonardocompany.com).

