

Airworthiness Directive Schedule

Helicopters

Bell 212 Series

30 May 2019

- Notes:**
1. This AD schedule is applicable to Bell Helicopter Textron 212 helicopters manufactured under FAA Type Certificate No. H4SW.
 2. The Federal Aviation Administration (FAA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these helicopters. State of Design ADs are available on the FAA website at http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/MainFrame?OpenFrameSet
 3. EASA ADs can be obtained from the EASA web site at <http://ad.easa.europa.eu/>
 4. The date above indicates the amendment date of this schedule.
 5. New or amended ADs are shown with an asterisk *
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<p>From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below and you can obtain them directly from the National Airworthiness Authority (NAA) websites. Links to the NAA websites are available on the CAA website at http://www.caa.govt.nz/airworthiness-directives/states-of-design/ If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.</p>		
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DCA/BELL212/1 Emergency Exit and Main Door Markings - Inspection

Applicability: All model 212

Requirement: Inspect main passenger doors and the four emergency exit handles both inside and outside helicopter for proper and legible placards and handle covers as prescribed in Bell SB 212-7507.

(FAA AD 75-26-03 refers).

Compliance: Unless already accomplished, within 100 hours TIS and thereafter at intervals not exceeding 300 hours TIS.

Effective Date: 16 February 1976

DCA/BELL212/3A Main Rotor Blades - Replacement

Applicability: All model 212

Requirement: Remove from service main rotor blades having the following serial numbers:

A2-28221, A2-29920, A2-29325, A2-28198, A2-27872, A2-28195, A2-29315, A2-29919, A2-29334, A2-29915, A2-28016, A2-27961, A2-27982, A2-27963, AS028023, A2-28015, A2-28019, A2-27968, A2-27967, A2-28020, A2-03642, A2-03646, A2-03643.

(FAA AD 76-02-06 refers)

Compliance: Before further flight.

Effective Date: 27 February 1976.

DCA/BELL212/4 Main Rotor Blades - Inspection

Applicability: All model 212.

Requirement: Inspect per Bell SB 212-75-6 Rev.A.

(FAA AD 75-26-05 refers)

Compliance:

1. Blades with 12 months or more TIS by 16 May 1976.
2. Blades with less than 12 months TIS, prior to attaining 15 months in service.
3. All blades at 12 month intervals thereafter.

Effective Date: 16 February 1976

DCA/BELL212/5 Main Rotor Blades - Replacement

Applicability: All model 212 with main rotor blades P/N 204-012-001-23 or P/N 204-012-001-29.

Requirement: To prevent possible failure remove affected blades from service.

(FAA AD 77-05-02 refers).

Compliance: Prior to blades attaining 1500 hours TTIS.

Effective Date: 31 March 1977

DCA/BELL212/6A Main Rotor Blades - Inspection

Applicability: All model 212 not equipped with Main Rotor Blades P/N 212-015-501.

Requirement: Inspect and modify per FAA AD 77-10-05 amendment 39-2988.

Compliance: As detailed

Effective Date: DCA/BELL212/6 - 20 July 1977
DCA/BELL212/6A - 31 August 1977

DCA/BELL212/7 Passenger Door Emergency Escape Panels - Inspection

Applicability: All model 212.

Requirement: Inspect per Bell SB 212-76-9.
(FAA AD 77-17-05 refers)

Compliance: Within next 100 hours TIS unless already accomplished and thereafter at intervals not exceeding 300 hours TIS.

Effective Date: 30 November 1977

DCA/BELL212/8 Passenger Door Assembly - Modification

Applicability: All model 212.

Requirement: Modify per Bell SB 212-77-9.
(FAA AD 77-17-05 refers).

Compliance: Within next 100 hours TIS unless already accomplished.

Effective Date: 30 November 1977

DCA/BELL212/9 Emergency Exit Release Handle Covers - Modification

Applicability: All model 212

Requirement: Modify per Bell SB 212-77-11.
(FAA AD 77-17-05 refers)

Compliance: Within next 100 hours TIS unless already accomplished.

Effective Date: 30 November 1977

DCA/BELL212/10 Tail Rotor Control Horn - Inspection

Applicability: All model 212 with control horn P/N 212-010-716-5 or P/N 212-010-716-9.

Requirement: Inspect per Bell SB 212-77-7.
(FAA AD 77-17-03 refers)

Compliance: Within next 25 hours TIS unless already accomplished and thereafter at intervals not exceeding 100 hours TIS.

Effective Date: 30 November 1977

DCA/BELL212/11 External Cargo Suspension Kit - Modification

Applicability: All model 212 with external cargo suspension kit P/N 204-706-103-1.

Requirement: Modify per Bell SB 212-78-2.

Compliance: Part I - Prior to next use of suspension kit.
Part II - Prior to resumption of 5000 lb load utilisation.

Effective Date: 31 March 1978

DCA/BELL212/12 Passenger Doors - Modification

Applicability: All model 212 with emergency flotation equipment.

Requirement: Modify per Bell SB 212-78-5.
(FAA AD 78-09-02 refers)

Compliance: By 31 July 1978

Effective Date: 23 June 1978

DCA/BELL212/13A Main Rotor Hub Strap Assemblies - Retirement

Applicability: All model 212 with strap assembly P/N 204-012-122-001 or 204-012-122-005.

Requirement: Retire straps from service per Bell SB 212-80-17.

Compliance: At 1200 hours TIS or 24 months calendar time whichever is the sooner. Straps which have exceeded 1200 hours or 24 calendar months TIS shall be retired within next 100 hours TIS of by 30 June 1980 whichever is the sooner.

Effective Date: DCA/BELL212/13 - 23 June 1978
DCA/BELL212/13A - 23 May 1980

DCA/BELL212/14 Skid Landing Gear Cross Tubes - Inspection

Applicability: All model 212 with forward tube assemblies P/N 205-050-400-5, -13, -37, -39, -701 and -703, or aft tube assemblies P/N 205-050-400-7, -29, -35 and -705.

Requirement: 1. Replace aft tube assemblies per Bell SB 212-77-17.
2. Inspect forward and aft tube assemblies per Bell TB 212-7708.
(FAA AD 78-14-07 refers)

Compliance: 1. Aft tube replacement - at intervals not exceeding 1000 hours TIS.
2. Forward and aft tube inspection - prior to attaining 1000 hours TIS. Tubes with 900 hours or more TIS within next 100 hours TIS, unless already accomplished.

Effective Date: 1 September 1978.

DCA/BELL212/15B Rotor Brake/Bevel Gear Installation - Inspection**Applicability:** All model 212

Requirement: 1. When Bevel gear P/N 204-040-701-3 fitted:

(a) Remove rotor brake quill P/N 205-040-300-1 and inspect spiral gear per Bell SB 212-78-8 Part I.

(b) On rotor brake handle adjacent to limitation placard affix placard which reads:-
ROTOR BRAKE INOPERATIVE"

(c) Inspect Bevel gear per Bell S.B. 212-78-8 Part II.

2. When Bevel gear P/N 204-040-701-101 fitted:
Inspect per Bell S.B. 212-78-12. (Rotor brake may be refitted per Bell S.I. 212-6 when gear P/N 204-040-701-101 fitted).

Compliance: 1. (a) and (b) - Within next 25 hours TIS.
(c) - At intervals not exceeding 25 hours in service.

2. At intervals not exceeding 600 hours TIS.

Effective Date: DCA/BELL212/15A - 28 August 1979
DCA/BELL212/15B - 28 September 1979

DCA/BELL212/16 Emergency Flotation Bags - Modification**Applicability:** All model 212 S/N 30501 through 30888 with emergency flotation (ditching) equipment.

Requirement: To preclude possible tearing, puncturing, and deflation of a float bag after ditching:

1. Remove the four emergency float bags and install the following modified or new float bags:

Air Cruisers P/N D24650-105, -106, -107, and -108 (Bell P/N 212-050-207-5, -6, -7 and -8 respectively) or B.F. Goodrich P/N 7MA1002-5, -6, -7 and -8 (Bell P/N 212-050-207-9, -10, -11 and -12 respectively).

2. Air Cruisers or B.F. Goodrich float bags may be modified and reidentified as prescribed by Air Cruisers Co. SB 120-78-1 dated 18 May 1978 or later FAA approved revision or B.F. Goodrich Engineered Systems Division, SB 01 dated 8 May 1978, or later FAA approved revision respectively.

(FAA AD 79-05-08 refers)

Compliance: Within next 600 hours TIS or 6 months, whichever is the sooner.**Effective Date:** 1 June 1979**DCA/BELL212/17A Main Rotor Yoke - Inspection****Applicability:** All model 212 with main rotor hub assembly P/N 204-012-101 and yoke assembly P/N 204-011-102.**Requirement:** Inspect per FAA AD 79-20-05 amendment 39-3662 and renew any yoke found defective before further flight.**Compliance:** Prior to 1000 hours TIS and thereafter at intervals not exceeding 2400 hours TIS.

Effective Date: DCA/BELL212/17 - 9 November 1979
DCA/BELL212/17A - 23 May 1980

DCA/BELL212/18 Swashplate Support - Inspection

- Applicability:** All model 212 with Swashplate support P/N 204-011-404-017.
- Requirement:**
1. Inspect and retire swashplate support assemblies per Bell SB 212-81-22.
 2. Replace assemblies P/N 204-011-404-017 with P/N 204-011-404-121.
- Compliance:**
1. Inspection - At intervals not exceeding 10 hours TIS.
Retirement - At 40 hours total time in service.
 2. Replacement - By 30 April 1982.
- Effective Date:** 21 May 1981

DCA/BELL212/19A Cancelled - DCA/BELL212/24 now refers

DCA/BELL212/20A Cancelled - DCA/BELL212/24 now refers

DCA/BELL212/21B Fatigue Critical Components - Retirement

- Applicability:** All model 212
- Requirement:** All components listed in Airworthiness Limitations Schedule contained in Chapter 4 of Bell 212 Maintenance Manual, incorporating revision dated 25 September 1997, must be retired from service not later than the times specified.
- Effective Date:** DCA/BELL212/21A - 6 August 1993
DCA/BELL212/21B - 5 June 1998

DCA/BELL212/22 Main Transmission Bevel Gear - Inspection

- Applicability:** All model 212 with spiral bevel gear P/N 204-040-701-103 having S/N detailed in Bell ASB 212-89-54.
- Requirement:** To prevent possible failure of affected spiral bevel gears inspect per Bell ASB 212-89-54 Parts I and II. Also per Part III for spare (uninstalled) gears.
Renew defective parts before further flight.
(FAA AD 89-08-05 refers)
- Compliance:** Part I - Prior to the first flight of each day until 250 hours TTIS.
Part II - At intervals not exceeding 50 hours TIS, until 250 hours TTIS.
Part III - Prior to installation.
- Effective Date:** 16 June 1989

DCA/BELL212/23 Tailboom Upper Longeron Splice - Inspection

Applicability: Model 212 S/N 30501 through 30999, 31101 through 31311, 32101 through 32142 and 35001 through 35022.

Requirement: 1. To provide increased structural integrity and inspection provisions, modify tailboom per Part I of Bell ASB 212-90-63 Rev.A.
2. Inspect per Part II of the ASB.

Compliance: 1. By 14 March 1991.
2. Before first flight after the modification per Part I, and thereafter at intervals not to exceed 300 hours TIS.

Effective Date: 21 September 1990

DCA/BELL212/24D Main Rotor Yoke, Trunnion and Mast - Retirement

Applicability: Model 212 helicopters, with main rotor mast P/N 204-011-450-001, -007, -105, -113, or -119, or main rotor trunnion, P/N 204-011-105-001 or -103, installed.

Requirement: To prevent failure of a main rotor mast or main rotor trunnion, separation of main rotor system, and subsequent loss of the helicopter, accomplish the following per FAA AD 2000-15-52:-

- Reduce the allowable RIN life limit;
- Apply a standard RIN factor for all external load lift events, regardless of altitude change; and
- Accomplish a one-time special inspection of certain S/N masts for burrs and inadequate radii in the snap ring groove areas.
- Requires the immediate removal from service of any mast that has been previously installed with a hub spring.

Note: This AD has new requirements which must be complied with even if FAA ADs 98-24-15 and 2000-08-52 have already been accomplished. This AD requires the recalculation of accumulated mast and trunnion RIN and increases the RIN factors for masts and trunnions installed on certain helicopter models. This AD also expands the S/N applicability for the one-time special inspection of the mast.

Compliance: Compliance is required at the times specified in FAA AD 2000-15-52.

Effective Date: DCA/BELL212/24C – 4 May 2000
DCA/BELL212/24D – 31 August 2000

DCA/BELL212/25 Drag Brace Assembly - Inspection

Applicability: All model 212

Requirement: To prevent failure of the main rotor drag brace assembly inspect and assemble with corrosion preventive compound per Bell ASB 212-90-59. If cracks are found, or if corrosion or mechanical damage is present which cannot be removed within the rework limits of BHTI Component Repair and Overhaul Manual, BHT-212-CR&O-1, replace with serviceable parts.

(FAA AD 90-26-11 refers)

Compliance: At next main rotor hub retention strap change and thereafter at intervals not to exceed 1200 hours TIS or 24 months, whichever is the sooner.

Effective Date: 22 February 1991

DCA/BELL212/26A Tail Rotor Drive Shaft Hanger Bearing - Inspection

Applicability: All model 212 with tail rotor drive shaft hanger bearings P/N 204-040-623-003, S/N T1744 and up, S/N N0001 through N3999, or P/N 204-040-623-005 with a S/N prefix of T or N.

Requirement: 1. To prevent possible failure of the tail rotor drive shaft bearing, visually inspect the tail rotor drive shaft hanger bearing per Bell ASB 212-91-69 Rev A. Replace any bearing, before further flight, that exhibits signs of overheating, roughness or grease leakage other than normal leakage as detailed in the ASB.

(FAA AD 93-13-10 refers)

2. Remove from service and destroy the applicable serial numbered bearings per Bell ASB 212-91-71.

Compliance: 1. Prior to the first flight of each day the helicopter is to be operated.
2. By 30 June 1992.

Effective Date: DCA/BELL212/26 20 December 1991
DCA/BELL212/26A 28 February 1992

DCA/BELL212/27 Swashplate Support - Inspection

Applicability: All model 212

Requirement: To prevent possible failure of the swashplate support assembly that could result in the loss of the helicopter, inspect per Bell ASB 212-91-72. Any support, with a bushing flange outside diameter in excess of 0.64 inches, must be replaced before further flight.

(FAA AD 92-07-08 refers)

Compliance: Within next 25 hours TIS.

Effective Date: 29 May 1992

DCA/BELL212/28 Transmission Planetary Spider Gear - Inspection

Applicability: All model 212 with main transmission lower planetary spider gear, P/N 204-040-785-003.

Requirement: To prevent possible fatigue failure of the main transmission lower planetary spider gear, P/N 204-040-785-003, accomplish the following:-

Perform a magnetic particle inspection of the main transmission lower planetary spider gear in accordance with the applicable BHTI maintenance, repair and overhaul manuals. Bell ASB 212-91-66 Revision A, also refers. Replace unairworthy parts before further flight.

(FAA AD 93-17-12 refers)

Compliance: Within next 600 hours TIS or prior to the accumulation of 3,100 hours TIS from the last magnetic particle inspection, whichever occurs first, and thereafter at intervals not to exceed 3,100 hours TIS.

Effective Date: 28 August 1992

DCA/BELL212/29 Main Rotor Pillow Block Bolts - Renewal

Applicability: All model 212.

Requirement: To prevent separation of the main rotor pillow blocks from the hub assembly as a result of bolt cracking, remove the four bolts, P/N 204-011-171-003, joining the two pillow blocks to the main rotor yoke assembly. Replace with new (zero time) pillow block bolts P/N 204-011-171-003, nuts P/N EB080 or 42FLW-820 and washers P/N 140-007-33S28-3 as follows:-

Coat the shank of the bolts with corrosion prevention compound, such as MIL-C-16173 Grade 1, and dry torque the bolts and nuts 65 to 79 foot-pounds. Retorque nuts within 15 to 30 hours TIS after initial installation. If the torque has reduced below the minimum value of 65 foot-pounds, repeat the torque check at intervals of 15 to 30 hours TIS until the torque remains at or above 65 foot-pounds or until the torque check has been accomplished four times. If during the fourth check the torque has reduced below 65 foot-pounds, remove and replace the bolts, washers, and nuts and repeat the torque check procedure above.

After initial installation or retorque, apply sealant, such as BHTI P/N 299-947-107 TYIII CL7, to the four bolt heads, washers, nuts and yoke mating surfaces to prevent moisture from entering the pillow block retention area. Bell ASB 212-90-62 also refers.

Rework or repair of the bolts P/N 204-011-171-003, nuts P/N EB080 or 42FLW-820 and washers P/N 140-007-33S28-3, is not permitted.

(FAA AD 92-23-01 refers)

Compliance: Within next 300 hours TIS, or at the next main rotor hub retention strap change, or at the next hub assembly overhaul, whichever occurs first. Thereafter at each hub assembly overhaul, at each change of the main rotor hub retention strap, or whenever the bolts are removed for any reason.

Effective Date: 14 May 1993

DCA/BELL212/30 Main Rotor Yoke - Inspection

Applicability: All model 212

Requirement: To prevent possible fatigue failure of the main rotor yoke assembly, inspect per Bell ASB 212-90-60, Part III. If cracks are found, or if corrosion or mechanical damage is present that cannot be removed within the rework limits of the BHTI component repair and overhaul manual, replace the main rotor yoke with an airworthy part.

(FAA AD 93-05-01 refers)

Compliance: At 1200 hours TIS since new or since the last overhaul, or within next 100 hours TIS, whichever is the later. Thereafter at intervals not to exceed 1200 hours TIS.

Effective Date: 14 May 1993

DCA/BELL212/31 Main Transmission Lower Spider - Retirement

- Applicability:** Model 212 with main transmission planetary spider P/N 412-040-785-101.
- Requirement:** To prevent fatigue failure of the spider, that could result in failure of the main transmission, remove and replace the spider P/N 412-040-785-101 with an airworthy spider per Bell ASB 212-93-83.
(FAA AD 94-18-09 refers)
- Compliance:** At 2500 hours TTIS or within next 100 hours TIS, whichever is the later.
- Effective Date:** 28 October 1994

DCA/BELL212/32 Improved Fuel Lines - Installation

- Applicability:** Model 212 S/N 30501 through 30999, 31101 through 31311, 32101 through 32142 and 35001 through 35080.
- Requirement:** To improve the crashworthiness of the helicopter, install improved fuel lines per Bell Technical Bulletin 212-96-157.
(Canadian AD CF-97-04 refers)
- Compliance:** By 1 March 1998
- Effective Date:** 1 August 1997

DCA/BELL212/33 Tail Rotor Yoke - Inspection

- Applicability:** Model 212 helicopters, with tail rotor yoke assembly, P/N 212-010-704-all dash numbers, P/N 212-010-744-all dash numbers, or P/N 212-011-702-all dash numbers.
- Requirement:** To prevent failure of the tail rotor yoke (yoke), loss of the tail rotor, and subsequent loss of control of the helicopter, accomplish the following:-
- (a) Before further flight, review all historical records of the helicopter and the tail rotor yoke assembly (yoke assembly) for any static or dynamic incident history that could have imposed an excessive bending load on the yoke. If such a history exists, comply with paragraph (b) of this AD before further flight.
- Note 1:** Examples of excessive bending loads include exposure to high wind gusts (such as those from rotor wash or prop blast), improper ground handling (in which the tail rotor blade has been used as a hand hold), improper feathering bearing removal (in which the yoke is not properly supported when pressing out bearings), a static ground strike of some type (such as being struck by a vehicle), or an incident in which a damaged tail rotor blade was replaced due to a blade strike. An overload may also occur dynamically during a power-on or power-off sudden stoppage incident or hard landing.
- (b) Within the next 180 calendar days, remove the yoke assembly and replace it with an airworthy yoke assembly having zero hours TIS, or with an airworthy yoke assembly (regardless of TIS) that has passed an x-ray diffraction inspection per Bell ASB 212-96-100, Revision A, or ASB 212-96-101, whichever is applicable. When the yoke assembly is replaced, for helicopters with a yoke assembly, P/N 212-011-702-all dash numbers, install an airworthy tail rotor flapping stop, P/N 212-011-713-103 and for helicopters with yoke assemblies, P/N 212-010-704-all dash numbers or P/N 212-010-744-all dash numbers, install an airworthy trunnion assembly, P/N 212-010-738-001. If any incident as described in paragraph (a) of this AD occurs after the effective date of this AD and prior to compliance with this paragraph, then compliance with this paragraph is required before further flight.

Note 2: Yoke assemblies that have passed an x-ray diffraction inspection at BHTI will have the letters "FM" vibro-etched on them following the S/N.

(c) After accomplishing the requirements of paragraph (b) of this AD, thereafter, at intervals not to exceed 25 hours TIS, or before further flight after any incident as described in paragraph (a) of this AD, inspect the trunnion assembly and replace the yoke assembly and trunnion assembly, if required, per Part III, Paragraph 1, of ASB 212-96-100, Revision A; or inspect the tail rotor flapping stop and replace the yoke assembly and flapping stop, if required, per Part III, Paragraphs 1, 2, and 3, of ASB 212-96-101, whichever is applicable.

(FAA AD 98-11-15 refers)

Compliance: Compliance is required at the times specified within the requirement of this airworthiness directive.

Effective Date: 28 May 1998

DCA/BELL212/34 Main Rotor Actuator Locking Washer – Inspection

Applicability: Model 212 helicopters fitted with a main rotor actuator, P/N 41000470, S/N with an "HR" prefix up to and including 10010.

Note: P/N 41000470 is the P/N assigned by HR Textron; BHTI has assigned P/N 212-076-005 to this part when fitted with a support mount.

Requirement: To prevent an actuator piston from unthreading from its rod end, loss of control of the main rotor, and subsequent loss of control of the helicopter, accomplish the following:-

1. Inspect the tab on the NAS513-6 locking washer on each actuator for any twisting or damage per HR Textron ASB 41105950-67A-01. Replace any twisted or damaged locking washer with an airworthy NAS1193K6C locking device before further flight.
2. Replace the NAS513-6 locking washer on each actuator with an airworthy NAS1193K6C locking device. Installation of an airworthy NAS1193K6C locking device on each of the three actuators constitutes terminating action for the requirements of this AD.

(FAA AD 2000-25-03 refers)

Compliance: 1. Within next 25 hours TIS.
2. Within next 100 hours TIS or at the next actuator overhaul, whichever occurs first.

Effective Date: 25 January 2001

DCA/BELL212/35 Tail Rotor Bellcrank Retention Nuts - Replacement

Applicability: All model 212

Requirement: To prevent failure of the tail rotor counterweight bellcrank retention nut and loss of control of the helicopter, replace the two existing retention nuts P/N 212-010-709-001 or 212-011-705-001 with nuts P/N MS14145L6 or MS17826-6 per Bell ASB 212-00-107 Revision A.

(FAA AD 2001-13-01 refers)

Compliance: Within 100 hours TIS or by 25 Oct 2001 whichever is the sooner.

Effective Date: 26 July 2001

DCA/BELL212/36 Cancelled – DCA/BELL212/42 refers

Effective Date: 29 November 2007

DCA/BELL212/37 Vertical Fin Spar - Modification

Applicability: Model 212 helicopters, with vertical fin spar cap, P/N 212-030-125-001, with retrofit kit P/N 212-704-087 installed; vertical fin left-hand spar cap P/N 212-030-125-001, without the retrofit kit installed; or spar cap P/N 212-030-447-001 or P/N 212-030-447-101 installed.

Requirement: To prevent failure of a vertical fin spar and subsequent loss of control of the helicopter, accomplish the following:

1. Spar Cap P/N 212-030-125-001, (unmodified) or P/N 212-030-447-001

Within 25 hours TIS, modify and visually inspect each spar cap, P/N 212-030-125-001, not modified by retrofit kit P/N 212-704-087 or, spar cap P/N 212-030-447-001, for a crack, loose fasteners, or corrosion per Part I (A1), paragraphs 1, 2, 3, 4, 6, and 7, of Bell ASB 212-00-110, Rev A. Repair any loose fastener or corrosion before further flight. Replace any cracked or disbanded spar cap with an airworthy spar cap before further flight.

Thereafter at intervals not to exceed 8 hours TIS, visually inspect each affected spar cap per Part I (A2), paragraphs 1, 2, 3, 5, and 6, of the ASB.

2. Spar Cap P/N 212-030-125-001 (with retrofit kit) or P/N 212-030-447-101

Within 25 hours TIS, for each spar cap, P/N 212-030-125-001 modified by retrofit kit, P/N 212-704-087, or spar cap P/N 212-030-447-101, modify and inspect each spar cap for a crack, loose fastener, corrosion, or disbonding per Part II (A1), paragraphs 1, 2, 3, 4, 5, 7, 8, 9, and 10., of the ASB. Thereafter, at intervals not to exceed 8 hours TIS, visually inspect each affected spar cap per Part II (A2), paragraphs 1, 2, 3, 5, and 6, of the ASB.

Within 50 hours TIS, unless accomplished previously, and thereafter at intervals not to exceed 300 hours TIS, inspect each spar cap for disbonding using a hammer per Part II (B), paragraphs 1 through 13, of the ASB.

Within 50 hours TIS, unless accomplished previously, modify the vertical fin, and dye-penetrant inspect each spar cap per Part II (C1), paragraphs 1. through 8. and 10. through 12., of the ASB. Thereafter, at intervals not to exceed 300 hours TIS, dye-penetrant inspect each spar cap per Part II (C2), paragraphs 1 through 9 and 11 through 14, of the ASB.

Note 1: The dye-penetrant inspection is addressed in paragraph 6-2 of the Standard Practices Manual, BHT-ALL-SPM, dated October 11, 1996.

Repair any loose fasteners or corrosion and replace any cracked or disbanded spar cap with an airworthy spar cap before further flight.

3. Spar Cap P/N 212-030-125-001, 212-030-447-001, or 212-030-447-101

Within 24 months, replace each affected spar cap with a cold expansion spar cap, P/N 212-030-447-117S, per the Accomplishment Instructions, paragraphs 1. through 35. and 37., and Attachments A, B, and C of Bell Technical Bulletin No. 212-00-184, Revision A. Replacing each spar cap per the requirements of this AD is terminating action for this AD.

Note 2: This AD does not apply to tailbooms with spar cap, P/N 212-030-447-117 or "117S, already installed, that used the cold- expanded fastener installation process.

(FAA AD 2002-19-05 refers)

Compliance: Compliance is required at the times specified within the requirement of this airworthiness directive.

Effective Date: 31 October 2002

DCA/BELL212/38 Tension-Torsion Strap - Retirement

Applicability: Model 212 with main rotor tension-torsion (TT) strap P/N 204-012-122-1, -5, installed.

Requirement: To prevent failure of a TT strap, loss of a main rotor blade, and subsequent loss of the helicopter, accomplish the following:-

Remove and replace any TT strap with 1,200 hours TIS or 24 months since the initial installation, whichever occurs first.

(FAA AD 2002-22-14 refers)

Compliance: From 19 December 2002

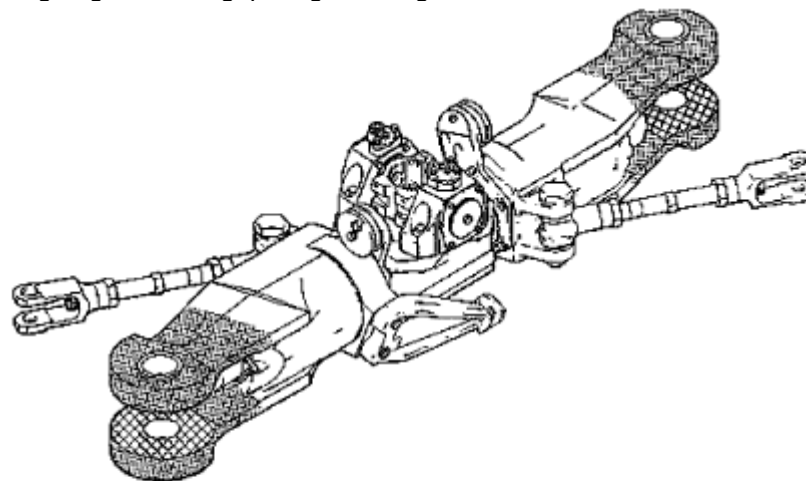
Effective Date: 19 December 2002

DCA/BELL212/39 Main Rotor Grip – Inspection

Applicability: Model 212 fitted with main rotor grip (Grip) P/N 204-011-121-009 or 204-011-121-121.

Requirement: To prevent failure of the main rotor grip, separation of the main rotor blade and subsequent loss of control of the helicopter, accomplish the following:

1. Create a component history card or equivalent record and determine and record the hours TTIS for each grip. If the hours TTIS cannot be determined from the helicopter records, assume and record 900 hours TIS for each year the grip has been installed on any helicopter. Continue to count and record the hours TIS and begin to count and record the engine start/stop cycles.
2. Without removing the main rotor blades, clean the exposed surfaces of the upper and lower tangs of each grip with denatured alcohol. Wipe dry. Using a 10-power or higher magnifying glass, visually inspect the exposed surfaces of the upper and lower tangs of each grip for cracks. Pay particular attention to the lower surface of each lower grip tang from the main rotor blade bolt-bushing flange to the leading and trailing edge of each grip tang. See Figure 1 as follows:



 INSPECT BUFFER PAD FOR DELAMINATION (IF INSTALLED)
 AREA TO BE INSPECTED UPPER AND LOWER TANGS ALL EXPOSED SURFACES

Figure 1. Inspection of Main Rotor Hub Grip Tangs

3. Ultrasonic inspect each grip shown in the following table of this AD in accordance with the Bell Helicopter Textron Nondestructive Inspection Procedure, Log No. 00-340, revision E. A copy of this Nondestructive Inspection Procedure is attached to Bell Helicopter Textron ASB 212-02-116, revision A. The ultrasonic inspection of the grip must be performed by an inspector qualified in NDT Inspection/Evaluation under the guidelines established by MIL-STD- 410E, ATA Specification 105, AIA-NAS-410, or a Bell Helicopter Textron equivalent.

Ultrasonic Inspect	Within 30 days,	Thereafter, at intervals not to exceed the following hours TIS or the engine start/stop cycles, whichever occurs first	
Grip P/N	With the following or more hours TIS	Hours TIS	Engine start/stop cycles
Model 212 installed with main rotor grip (Grip) P/N 204-011-121-009	4000	400	1600
Model 212 installed with main rotor grip (Grip) P/N 204-011-121-121	500	150	600

4. Remove each main rotor blade, and inspect each grip buffer pad on the inner surfaces of each grip tang for delamination (see Figure 1 of this AD). If there is any delamination, remove the buffer pad and inspect the grip surface for corrosion or other damage. This inspection interval coincides with the main rotor tension-torsion strap replacement times.

5. Remove each main rotor blade. Remove each grip buffer pad (if installed) from the inner surfaces of each grip tang. Inspect the grip surfaces for corrosion or other damage. Fluorescent-penetrant inspect (FPI) the grip for a crack, paying particular attention to the upper and lower grip tangs. When inspecting grips, P/N 204-011-121-005, -09, and -113, pay particular attention to the leading and trailing edges of the grip barrel. FPI procedures are contained in Bell Helicopter Textron's Standard Practices Manual, BHT-ALL-SPM.

Note: Before further flight replace any cracked grip with an airworthy grip. Replace or repair any grip with any corrosion or other damage which is within the maximum repair damage limits. The maximum repair damage limitations are found in the applicable Component and Repair Overhaul Manual. Bell Helicopter Textron Operations Safety Notice 205-85-9, dated November 14, 1985, also pertains to the subject of this AD.

6. Report the description of the findings to the CAA.
(FAA AD 2003-01-04 refers)

Compliance:

1. Within 10 hours TIS.
2. Visually inspect within 10 hours TIS, and thereafter at intervals not to exceed 25 hours TIS, and replace any cracked grip with an airworthy grip, before further flight.
3. For hours TIS and inspection intervals refer to table in requirement 3, and replace any cracked grip with an airworthy grip, before further flight.
4. At intervals not to exceed 1200 hours TIS or 24 months, whichever occurs first and replace any cracked grip with an airworthy grip, before further flight.
5. Within 2400 hours TIS or at the next overhaul of the main rotor hub, whichever occurs first, and thereafter at intervals not to exceed 2400 hours TIS, and replace any cracked grip with an airworthy grip, before further flight .
6. Within 24 hours for any grip found with a crack and within 7 days for any grip inspected per inspection 5 of this AD.

Effective Date: 31 March 2005

DCA/BELL212/40 Floatation System Nitrogen Bottles – Inspection

Applicability: Model 212 helicopters embodied with Aeronautical Accessories, Inc. (AAI), Supplemental Type Certificate (STC) SH2820SO, or fitted with AAI Parts Manufacturer Approval (PMA) reservoir assembly P/N 212-372-050, or fitted with adapter P/N 212-371-002.

Requirement: To prevent rupture of an adapter and uncontrolled jetting of pressurized gas from the nitrogen bottle and possible injury to occupants, vent the nitrogen from the reservoir assembly, per the Accomplishment Instructions, Part II - Floatation System Discharging in AAI Alert Service Bulletin ASB No. AA-05005, revision A or later FAA approved revision.

Remove the valve assembly and air line from the adapter and inspect the counter bore depth (dimension D) as shown in Figure 1 of ASB AA-05005. If dimension D does not exceed 0.860 inches, recharge the floatation system by following the Accomplishment Instructions, Part III - Floatation System Charging referring to Figures 2 and 3 of ASB AA-05005.

If dimension D exceeds 0.860 inches, per Figure 1 of ASB AA-05005, replace the reservoir assembly and the adapter, prior to further flight.

(FAA AD 2005-20-38 refers)

Compliance: Within the next 24 hours TIS, or before the next emergency floatation supply bottle nitrogen charging, whichever occurs first, unless already accomplished.

Effective Date: 22 December 2005

DCA/BELL212/41 Tail Rotor Blades – Inspection

Applicability: Model 212 aircraft fitted with tail rotor blades with a P/N and S/N listed in the following table:

Part Number	Serial Number
204-011-702-015	AFS-12703, AFS-12893, AFS-23525 and AFS-23573
204-011-702-121	A-22020
212-010-750-105FM	A-10090, A-10836, A-11207 and A-11332
212-010-750-113	A-14953, A15090 and CS-12702
212-010-750-113FM	A-12240, A-12296, A-12640, A-12670, A-12789, A-13033, A-13096, A-13134, A-13199, A-13264 and A-13366
212-010-750-133	A15602

Requirement: To prevent the loss of tail rotor blade balance weights during flight, accomplish the following:

1. Inspect the aircraft log books and establish whether affected tail rotor blades are fitted to the aircraft.
2. Replace affected tail rotor blades per Bell Helicopter Textron Alert Service Bulletin (ASB) No. 212-07-125.
(FAA AD 2007-19-53 refers)

Compliance: 1. & 2. Before further flight.

Effective Date: 20 September 2007

DCA/BELL212/42 Tail Rotor Blades – Inspection

Applicability: Model 212 aircraft fitted with tail rotor blade P/N 212-010-750-009 through to -129, all S/N except S/N with a "A" or "AFS" prefix and S/N 11926, 13351, 13367, 13393, 13400, 13402, 13515, 13540, 13568, 13595 through to 13602 and 13619 onwards.

Note 1: This AD contains the same requirements as superseded DCA/BELL212/36. The applicability of this AD expanded to include additional P/N and S/N blades. Modified blades are to be re-identified by adding "FM" after the P/N and the tail rotor must be dynamic balanced.

Requirement: To prevent loss of the forward tip weight retention block (tip block) or the aft tip closure (tip closure) which could result in loss of a blade and loss of aircraft control, accomplish the following:

1. Inspect the tip block and tip closure for voids per Bell Helicopter Textron, Inc. Alert Service Bulletin (ASB) 212-00-111, revision D. Replace any blade which has a void in excess of that allowed by the Aircraft Component Repair and Overhaul Manual limitations.
2. Inspect the tip block attachment countersink screws (four locations) to determine if the head of each countersunk screw is flush with the surface of the abrasion strip. If any of these screws are set below the surface of the abrasion strip or are covered with filler material, install shear pins per the instructions in part A of ASB 212-00-111.

Note 2: For the location of the four countersunk screws refer to figure 1 of ASB 212-00-111.

3. Install the aft tip closure rivets and re-identify the modified blade by adding an "FM" after the P/N of the blade. Dynamically balance the tail rotor assembly per the instructions in part B of ASB 212-00-111. (FAA AD 2007-22-02 refers)

Compliance: 1. 2. & 3. Within the next 100 hours TIS, unless previously accomplished.

Effective Date: 29 November 2007

DCA/BELL212/43 Tail Rotor Blades – Inspection

Applicability: Model 212 aircraft fitted with tail rotor blades P/N 212-010-750-(all dash numbers)

Requirement: To prevent tail rotor blade failure due to damage or corrosion possibly resulting in cracks and subsequent loss of aircraft control, accomplish the following:

1. Visually inspect both sides of each tail rotor (T/R) blade for cracks.

Note 1: The inspection per requirement 1 may be accomplished by adding the inspection requirement to the tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

2. Clean each T/R blade in a span-wise direction using a coarse loosely woven cotton cloth with a colour that contrasts with the colour of the T/R blade so that snags will be visible. Use a mild degreaser and water to remove soot and grime on both sides of each blade.

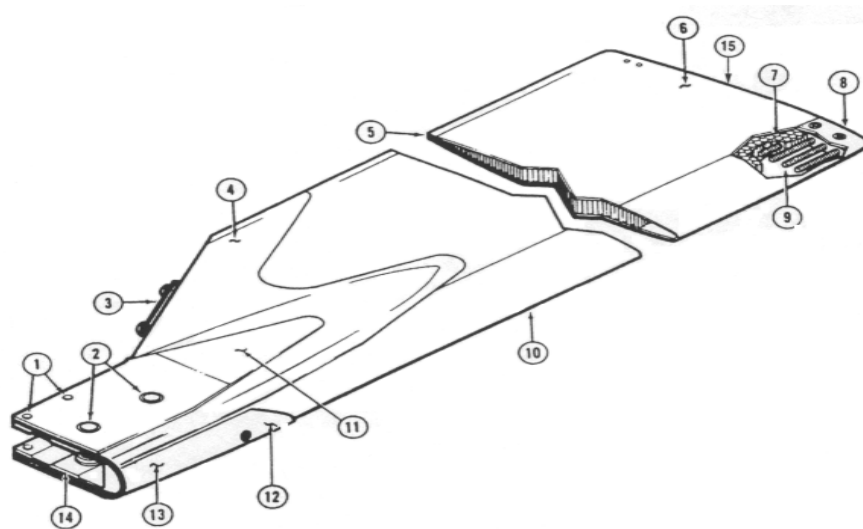


Figure 1 - T/R Blade Assembly

- | | |
|-----------------------------|--------------------------|
| 1. Pitch Horn Blade Bolts | 2. Blade Grip Bolt Holes |
| 3. External Balance Weights | 4. Doubler |
| 5. Trailing Edge | 6. Skin |
| 7. Honeycomb Core | 8. Tip Block |
| 9. Balance Screws | 10. Spar |
| 11. Grip Plate | 12. Drain Hole Doubler |
| 13. Butt Block | 14. Inner Grip Plate |
| 15. Tip Closure | |

Visually inspect each T/R blade using a bright light and a 3X or higher magnifying glass. With reference to figure 1 in this AD, inspect the blade skins, leading edge spar, doublers, grip plates and trailing edge for cracks, corrosion and any other damage including nicks, scratches and dents. Corrosion may be indicated by blistering, peeling, flaking, bubbling or cracked paint. Pay particular attention to both sides of each T/R blade in the area located 16 to 26 inches from the T/R blade tip (i.e. blade station 25 to 35 - the T/R blade tip is located at blade station 51), and inspect the inboard blade butt area near the attachment of the external balance weights and screws. Also pay particular attention where snags from the cloth are visible, as this may indicate a crack or paint chip that could lead to corrosion. If any blistering, peeling, flaking, bubbling or cracked paint is found, remove the paint from the affected area and visually inspect the area for corrosion or a crack, using a 10X or higher magnifying glass. If any corrosion is found, measure the depth of the corrosion. A digital optical micrometer can be used for this measurement. If a nick, scratch or dent is found, visually inspect for a crack using a 10X or higher magnifying glass and measure the depth of the damage. A digital optical micrometer can be used for this measurement. If a crack is found, replace the T/R blade before further flight. If any corrosion, nicks, scratches, dents or other damage is within the maximum repair limits specified in the applicable maintenance manual, repair or replace the T/R blade before further flight. If any corrosion, nicks, scratches, dents or any other damage exceeds the maximum specified repair limits specified in the applicable maintenance manual, replace the T/R blade before further flight.

Note 2: Blade repair procedures are specified in the applicable maintenance manual, component repair and overhaul manuals.
(FAA AD 2008-10-03 refers)

Compliance:

1. Before every engine start.
2. Within the next 25 hours TIS, or by 21 June 2008 whichever occurs sooner, unless previously accomplished, and thereafter at intervals not to exceed 25 hours TIS or 30 days, whichever occurs sooner.

Effective Date: 21 May 2008

DCA/BELL212/44 Main Rotor Blades – Inspection

Applicability: Model 212 helicopters, S/N 30502 through to 30603, 30611 through to 30999, 31101 through to 31311, 32101 through to 32262 and 35001 through to 35103 fitted with main rotor blades P/N 212-015-501-005, -111, -113, -115, -117, -119 or -121.

Requirement: To prevent main rotor blade failure due to an edge void, corrosion or cracks which could result in blade loss and loss of aircraft control, accomplish the following:

Wash the upper and lower blade surfaces with a solution of cleaning compound (C-318) and water. Rinse the blades thoroughly and wipe dry.

Inspect the upper and lower grip plates and the blade doublers in the area from stations 24.5 through to 40 and inspect the entire width of the blade chord per figure 1 in Bell Helicopter ASB No. 212-08-130 revision A, dated 13 January 2009. Inspect the affected area for an edge void, corrosion and cracks. Also inspect the remaining upper and lower blade surfaces for corrosion and cracks. Accomplish the inspections with the aid of a magnifying glass (3x magnification or higher).

Note 1: These inspections can be accomplished with the main rotor blades installed on the helicopter. Examples of typical blade cracks are shown in figure 2 of ASB No. 212-08-130.

If no defects are found apply a light coat of preservative oil (C-125) to all surfaces of the blades in the specified area.

If any corrosion or an edge void is found, replace the blade with an airworthy blade before further flight, or repair the blade if the damage is within the maximum repair damage limits before further flight.

If a crack is found in the M/R blade paint finish, remove the paint in the affected area by lightly sanding with 180-220 grit paper in a span wise direction to determine if the grip plate, doubler or the skin is cracked. Do not remove any parent material of the blade during the sanding operation. If no cracks are found refinish the sanded area.

If any parent material is removed during the sanding operation, replace the blade with an airworthy blade before further flight, or repair the blade if the amount of parent material removed is within the maximum repair damage limits before further flight.

If a crack is found in any part of the blade other than the paint finish, replace the blade with an airworthy blade, before further flight.

Note 2: The maximum repair damage limits are specified in the applicable Component and Repair Overhaul Manual.

Note 3: Accomplish the requirements of this AD per Bell Helicopter ASB No. 212-08-130. (FAA AD 2010-03-03 refers)

Compliance: Within the next 25 hours TIS unless previously accomplished and thereafter at intervals not to exceed 100 hours TIS.

Effective Date: 25 February 2010

From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below and you can obtain them directly from the National Airworthiness Authority (NAA) websites. Links to the NAA websites are available on the CAA website at <http://www.caa.govt.nz/airworthiness-directives/states-of-design/> If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.

74-02-01 Tail Rotor Trunion Bearings – Inspection

Effective Date: 31 March 2016

74-20-05 Elevator – Modification

Effective Date: 31 March 2016

75-07-01 High Frequency Vibration – Inspection

Effective Date: 31 March 2016

76-14-03 Cross Tube Assemblies – Inspection

Effective Date: 31 March 2016

78-17-03 Spiral Bevel Gear – Inspection

Effective Date: 31 March 2016

78-20-07 Shoulder Radius Fitting – Inspection

Effective Date: 31 March 2016

78-21-02 External Load Link Assembly – Inspection

Effective Date: 31 March 2016

80-21-05 Landing Gear Cross Tubes – Inspection

Effective Date: 31 March 2016

81-10-07 Swashplate Support – Inspection

Effective Date: 31 March 2016

86-17-09 Tail Rotor Hub Assembly – Inspection

Effective Date: 31 March 2016

90-03-09 Tail Rotor Hub Assembly – Inspection

Effective Date: 31 March 2016

92-09-05 Torque Adaptor – Inspection

Effective Date: 31 March 2016

92-13-10 Tail Rotor Driveshaft Hanger Bearing – Inspection

Effective Date: 31 March 2016

2000-15-52 Main Rotor Mast – Inspection

Effective Date: 31 March 2016

2001-08-04 Main Rotor Actuator – Inspection

Effective Date: 31 March 2016

2010-10-16 Crosstube – Inspection

Effective Date: 31 March 2016

2010-26-52 Tail Rotor Blades – Inspection

Effective Date: 31 March 2016

2011-12-08 Tail Rotor Blades – Inspection

Effective Date: 31 March 2016

2011-23-02 Main Rotor Blades – Inspection

Effective Date: 31 March 2016

2011-25-01 Liferafts – Inspection

Effective Date: 31 March 2016

2012-17-08 Main Rotor Head – Inspection

Effective Date: 31 March 2016

2012-22-06 High Landing Gear Forward Crosstube Assembly – Inspection

Effective Date: 31 March 2016

2013-03-16 Main Rotor Head – Inspection

Effective Date: 31 March 2016

2013-06-51 Equipment/Furnishings – Inspection

Effective Date: 31 March 2016

2013-15-02 Tail Rotor Blades – Inspection

Effective Date: 31 March 2016

2014-12-04 Main Rotor Head – Inspection

Effective Date: 31 March 2016

2015-15-04 Main Rotor Blade Grip – Inspection

Effective Date: 31 March 2016

2017-15-02 Cancelled – Refer FAA AD 2018-17-01

Effective Date: 5 September 2018

EASA AD 2014-0244 Emergency Flotation System (EFS) – AFM Supplement

Applicability: Bell 212 series helicopters fitted with an Emergency Flotation System (EFS), all P/N approved as an optional kit for ditching by the helicopter manufacturer, or installed per the embodiment of a Supplemental Type Certificate (STC).

Effective Date: 31 August 2017

*** 2018-17-01 Cancelled – FAA AD 2019-09-02 refers**

Effective Date: 4 June 2019

2018-16-14 Emergency Flotation System – Inspection

Applicability: Bell 212 helicopters fitted with an Emergency Flotation System (EFS) tube assembly P/N 412-073-820-101 with a date of manufacture before 28 July 2016, or an unknown date of manufacture.

Effective Date: 4 October 2018

EASA AD 2014-0118R1 Engine to Transmission Driveshaft Line Nuts – Inspection

Applicability: Bell 212 helicopters, all S/N.

Note: This AD is prompted by an occurrence reported to EASA of finding two cracked nuts P/N MS21042L4 on an AgustaWestland AB 412EP helicopter during a scheduled inspection of the engine-to-transmission driveshaft line.

Effective Date: 27 September 2018

*** 2019-09-02 Oil and Fuel Check Valves – Inspection**

Applicability: Bell 212 helicopters fitted with an engine oil check valve P/N 209-062-520-001, or a fuel check valve P/N 209-062-607-001 manufactured by Circor Aerospace, marked "Circle Seal" and with a manufacturing date code of "10/11" (October 2011) through to "03/15" (March 2015), except a check valve marked "TQL" next to the manufacturing date code.

Effective Date: 4 June 2019