



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-167

Issued: 27 October 2025

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

MECAER AVIATION GROUP S.p.A.

Type/Model designation(s):

NH-500D and AMD500N helicopters

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.R.144

Foreign AD: Not applicable

Supersedure: None

ATA 67 – Rotors Flight Control – Tail Rotor Pedals Support Bracket – Inspection

Manufacturer(s):

Breda Nardi Costruzioni Aeronautiche S.p.A. (NH-500D) and Agusta S.p.A. (AMD500N)

Applicability:

NH-500D helicopter, having serial number (s/n) BH13; and
AMD500N helicopter, having s/n 301.

Definitions:

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

The SB: MECAER AVIATION GROUP (MAG) Service Bulletin (SB) BN-500-146 / BN-500N-037.

Affected part: Tail rotor (T/R) pedal support brackets, having Part Number (P/N) 369A7505-7, P/N 369A7505-8, P/N 369N2640-1 or P/N 369N2640-2.

Serviceable part: T/R pedal support brackets, having P/N 369N2640-1 or P/N 369N2640-2, which is new, or which, before installation, passed (no cracks found) a fluorescent penetrant inspection (FPI) in accordance with the instructions of the SB.



Reason:

Occurrences were reported of cracked T/R pedal support brackets. These T/R pedal support brackets are installed on MD Helicopters 369, 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM, 369HS, 500N, and 600N.

This condition, if not detected and corrected, could possibly result in failure of the T/R pedal support bracket, reduced controllability of the helicopter, and consequent loss of control of the helicopter. The Federal Aviation Administration (FAA) issued [AD 2025-07-11](#), which has been adopted by EASA.

Considering that the same T/R pedal support brackets are also installed on NH-500D and AMD500N helicopters, MAG published the SB, as defined in this AD, to address this potential unsafe condition, providing instructions for repetitive inspections of the affected parts and for applicable corrective action(s), and not to (re)install magnesium cast T/R pedal support bracket.

For the reason described above, this AD requires repetitive inspections of affected parts for crack or corrosion and, in case of findings, replacement of the affected part. This AD also prohibits further installation of magnesium cast T/R pedal support bracket.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Inspection(s):

- (1) Within 25 flight hours (FH) after the effective date of this AD and, thereafter, at intervals not to exceed 100 FH, accomplish a visual inspection for cracks and corrosion of each affected part in accordance with the instructions of the SB.
- (2) Within 50 FH after the effective date of this AD and, thereafter, at intervals not to exceed 300 FH, accomplish an FPI for cracks of each 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, any crack or corrosion are found on an affected part, before next flight, replace that affected part with a serviceable part in accordance with the instructions of the SB.

Part(s) Installation:

- (4) From the effective date of this AD, do not install a magnesium cast T/R pedal support bracket, having P/N 369A7505-7 or P/N 369A7505-8, on any helicopter.

Terminating Action:

- (5) None.

Ref. Publications

MAG SB BN-500-146 / BN-500N-037 original issue dated 13 October 2025.



The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 24 November 2025.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, 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 PAD 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.
4. For any question concerning the technical content of the requirements in this PAD, please contact: MECAER AVIATION GROUP S.p.A., Via dell'Artigianato, V Traversa, 1 63076 Centobuchi di Montepandone (AP) - Italy; E-mail: caw@mecaer.com.

