



REGISTRO AERONAUTICO ITALIANO

PRESCRIZIONE DI AERONAVIGABILITA'

SOGGETTO - OGGETTO:

Elicotteri Bell 412 - Rotore principale.

**N. 1997-147
del 22-05-
1997**

RIFERIMENTI:
-Documentazione della Ditta Costruttrice:

BHTI

Alert S.B. 412-92-58

BHTI

Alert S.B. 412-92-61

BHTI

Alert S.B. 412-92-57 Rev.A Rev. 00 30-01-1992

Rev. 1
della P.A.
1992-056

P.A.
Ripetitiva: SI

- Prescrizioni Estere:

!!!!!! APPLICAZIONE URGENTE !!!!!

! DATA DI ENTRATA IN VIGORE: 3 giugno 1997

SCADENZA:

Come indicato nella AD a riferimento, a partire dalla data di entrata in vigore della presente PA, se non già eseguito.

! APPLICABILITA':

! Elicotteri Bell Helicopter Textron, Inc., 412, su cui risultano installati
! assiami supporto in acciaio del piatto oscillante del rotore principale
! P/N 412-010-453-101, in qualunque categoria certificati.
! La presente P.A. può essere applicabile anche agli elicotteri Agusta
AB412, ove
! fosse stato installato, nell'impiego, il suddetto assieme P/N 412-010-453-101.

DESCRIZIONE:

L'allegata AD a riferimento costituisce Prescrizione di Aeronavigabilità del RAI, con la scadenza riportata alla relativa voce della presente PA.

! La presente PA annulla e sostituisce la PA 92-056 del 18/02/1992.

Si riporta di seguito il testo della suddetta AD:

AD 27-07-06 BELL HELICOPTER TEXTRON, INC.: Docket No. 96-SW-17-AD.
Supersedes priority letter AD 92-03-13, issued January 31, 1992, Docket No. 92-ASW-31.

Applicability: Model 412 helicopters, with steel main rotor control swashplate support assembly (steel swashplate support assembly), part number (P/N) 412-010-453-101, installed, certificated in any category.

Note 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority

provided in paragraph (e) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any helicopter from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.
To prevent failure of the steel swashplate support assembly that could result in loss of main rotor control and subsequent loss of control of the helicopter, accomplish the following:
(a) Before further flight after the effective date of this AD, and thereafter, before the first flight of each day, visually inspect, with an inspection mirror and a bright light, the forward and aft clevis areas of the steel swashplate support assembly, part number (P/N) 412-010-453-101, in accordance with Part I of Bell Helicopter Textron, Inc. Alert Service Bulletin (ASB) 412-92-57, Revision A, dated January 30, 1992.
(b) Before further flight after the effective date of this AD, install a red radial arc on each airspeed indicator to prohibit airspeeds above 110 knots. Near the pilot's airspeed indicator, install a placard made of material that is not easily erased, disfigured, or obscured that contains the following statement in lettering that is 0.2 inch minimum in height: "VNE not to exceed 110 KIAS or VNE from the airspeed limitation placard, whichever is less."

Note 2: ASB No. 412-92-58, dated January 27, 1992, contains information on the airspeed limitation.

(c) If a crack is found, before further flight, replace the steel swashplate support assembly, P/N 412-010-453-101, with an airworthy part.
(d) Installation of an improved steel swashplate support assembly, P/N 412-010-453-105, or aluminum swashplate support assembly, P/N 412-010-443-101 or -109, in accordance with the Accomplishment Instructions of ASB 412-92-61, dated May 14, 1992, constitutes a terminating action for the requirements of this AD, and the red radial arc on each airspeed indicator and the placard installed as a result of this AD may be removed.
(e) An alternative method of compliance or an adjustment of the compliance time that provides an equivalent level of safety may be used if approved by the Manager, Rotorcraft Certification Office. Operators shall submit their requests through an FAA principal maintenance inspector, who may concur or comment and then send it to the Manager, Rotorcraft Certification Office.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Rotorcraft Certification Office.

(f) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the helicopter to a location where the requirements of this AD can be accomplished.
(g) The inspections, installation, and replacement, if necessary, shall be done in accordance with Bell Helicopter Textron, Inc. Alert Service Bulletin (ASB) 412-92-57, Revision A, dated January 30, 1992, or ASB 412-92-61, dated

May 14, 1992, as appropriate. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Bell Helicopter Textron, Inc., P.O. Box 482, Fort Worth, Texas 76101. Copies may be inspected at the FAA, FAA, Office of the Assistant Chief Counsel, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street,

NW., suite 700, Washington, DC.

(h) This amendment becomes effective on May 9, 1997.

Issued in Fort Worth, Texas, on March 14, 1997.

Eric Bries, Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

FOR FURTHER INFORMATION CONTACT: Mr. Charles Harrison,
Aerospace Engineer, Federal Aviation Administration, Southwest Region,
Rotorcraft Certification Office, ASW-170, Fort Worth, Texas 76193-0170,
telephone (817) 222-5447, FAX (817) 222-5959.

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Il Certificato di Navigabilità dell'aeromobile sulle cui strutture od impianti deve essere applicata la Prescrizione di Aeronavigabilità in oggetto, scade di validità qualora essa non venga attuata nei termini prefissati.

La effettuazione della Prescrizione di Aeronavigabilità deve essere annotata, a cura dell'Esercente, sui libretti dell'aeromobile, del motore o dell'elica.