

**REGISTRO AERONAUTICO ITALIANO****PRESCRIZIONE DI AERONAVIGABILITA'****SOGGETTO - OGGETTO:**

Elicotteri Bell e Agusta-Bell 412 / Componenti Rotore Principale.

**RIFERIMENTI:****-Documentazione della Ditta Costruttrice:**

AgustaWestland  
BHTI

Bollettino Tecnico 412-62 Rev. A 16-07-1996  
Alert S.B. 412-94-81 Rev. B

**N. 1997-192  
del 08-07-  
1997**

Rev. 0

P.A. Ripetitiva:  
SI

**- Prescrizioni Estere:**

DATA DI ENTRATA IN VIGORE: 14 agosto 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. modello 412 e 412EP e Agusta-Bell AB412 equipaggiati con albero rotore principale part number 412-040-101-105, -109, -117, -121, -125, -127 o -129 e con assieme piastra part number 412-010-167-105 o part number 412-010-177-101, -105, -109, -113 o -117.

**DESCRIZIONE:**

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

Si riporta, dopo la traduzione, il testo della suddetta AD:

**English Translation:**

In case of any difficulty reference shall be made to the Italian original text.

Airworthiness Directive 97-192, issued 8 July, 1997.

Effective Date: 14/08/1997

**Applicability:**

- Bell Helicopter Textron Inc. model 412 and 412EP helicopters and Agusta-Bell AB412 helicopters with main rotor mast, part number (P/N) 412-040-101-105, -109, -117, -121, -125, -127, or -129, and main rotor spline plate P/N 412-010-167-105 or P/N 412-010-177-101, -105, -109, -113, or -117, installed.

**Compliance:**

As established in the reference FAA AD after the effective date of this AD, unless accomplished previously.

**Reference:**

- FAA Airworthiness Directive 97-11-04, Amendment 39-10033.
- Bell Helicopter Textron Inc. Alert Service Bulletin 412-94-81, revision B.
- Agusta Bollettino Tecnico 412-62, Rev.A, dated 16 July 1996.

**Description:**

The reference FAA Airworthiness Directive constitutes RAI Prescrizione di Aeronavigabilità (AD) with the compliance time set forth under "Compliance" of this AD.

The text of the reference FAA AD follows:

AD 97-11-04 BELL HELICOPTER TEXTRON INC.: Amendment 39-10033. Docket No. 94-SW-20-AD.

Applicability: Model 412 and Model 412EP helicopters with main rotor mast (mast), part number (P/N) 412-040-101-105, -109, -117, -121, -125, -127, or -129, and main rotor spline plate (spline plate) P/N 412-010-167-105 or P/N 412-010-177-101, -105, -109, -113, or -117, 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 within 100 hours time-in-service (TIS) after the effective date of this AD, unless accomplished previously.

To prevent fatigue failure of the mast and spline plate, which could result in failure of the main rotor system and subsequent loss of control of the helicopter, accomplish the following:

(a) Create a component history card or an equivalent record for each affected mast and spline plate. Record the accumulated Retirement Index Number (RIN) on the mast and spline plate component history card(s) as follows:

(1) If the numbers of takeoffs (at any gross weight) and external load lift events are known, and those numbers do not include any external load operation in which the load was picked up at a higher elevation and released at a lower elevation, and the difference in elevation between the pickup point and the release point was 200 feet or greater (high power lift event), increase the accumulated RIN by one for each takeoff and external load lift.

(2) If the numbers of takeoffs (at any gross weight) and external load lifts are known, and the number of external load lifts includes a high power lift event, increase the accumulated RIN by two for each takeoff and two for each external load lift.

(3) For each hour TIS for which the numbers of takeoffs and external load lifts are unknown, and the number of external load lifts does not include a high power lift event, increase the accumulated RIN by 10 for each hour TIS.

(4) For each hour TIS for which the numbers of takeoffs and external load lifts are unknown, but the number of external load lifts does include a high power lift event, increase the accumulated RIN by 20 for each hour TIS.

(5) For each hour TIS for which the numbers of takeoffs and external load lifts are unknown, and it is unknown whether the external load lifts include any high-power lift event, increase the accumulated RIN by 20 for each hour TIS.

(b) After compliance with paragraph (a) of this AD, during each operation thereafter, maintain a count of each lift or takeoff performed and at the end of each day's operations, increase the accumulated RIN on the component history card as follows:

(1) Increase the RIN by 1 for each takeoff.

(2) Increase the RIN by 1 for each external load lift, or increase the RIN by 2 for each external load operation in which the load is picked up at a higher elevation and released at a lower elevation, and the difference in elevation between the pickup point and the release point is 200

feet

or greater.

(c) Retire the mast and spline plate in accordance with the following:

(1) For the mast, P/N 412-040-101-105, -109, -117, or -127, used on the Model 412 helicopter upon reaching 10,000 hours TIS or 80,000 maximum RIN, whichever occurs first.

(2) For the mast, P/N 412-040-101-121, -125, or -129, used on the Model 412EP helicopter, upon reaching 10,000 hours TIS or 60,000 maximum RIN, whichever occurs first.

(3) For the spline plate, P/N 412-010-167-105 or P/N 412-010-177-101, or -109, used on the Model 412 helicopter, at 10,000 hours TIS or 80,000 maximum RIN, whichever occurs first.

(4) For the spline plate, P/N 412-010-167-105 or P/N 412-010-177-101, -105, -113, or -117, used on the Model 412EP helicopter, at 10,000 hours TIS or 60,000 maximum RIN, whichever occurs first.

(d) For spline plate, P/N 412-010-167-105 or P/N 412-010-177-101, -105, -113, or -117, installed on Model 412EP helicopters, at the next scheduled teardown inspection, beside the P/N on the side of the spline plate, vibro-etch "412HP" and annotate in the component history card or equivalent record "412HP/EP only" to reflect that this spline plate can only be installed on the Model 412EP helicopter, and not on any other Model 412 helicopter. Retire the spline plates that have been vibro-etched with "412HP" on or before accumulating 10,000 hours TIS or 60,000 RIN, whichever occurs first.

Note 2: Bell Helicopter Textron, Inc. Alert Service Bulletin No. 412-94-81, Revision B, dated March 4, 1996, pertains to this subject.

(e) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Rotorcraft Certification Office, Rotorcraft Directorate, FAA. 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) This amendment becomes effective on June 24, 1997.

Issued in Fort Worth, Texas, on May 9, 1997.

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

FOR FURTHER INFORMATION CONTACT: Mr. Uday Garadi, Aerospace Engineer, FAA, Rotorcraft Certification Office, Rotorcraft Directorate, Fort Worth, Texas 76193-0170, telephone (817) 222-5157, 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.*