REGISTRO AERONAUTICO ITALIANO

Prescrizione di Aeronavigabilità

SOGGETTO - OGGETTO:Elicotteri Bell e Agusta-Bell sottoindicati / As- sieme giogo rotore di coda e assieme trunnion.

N. 1998-282
del 07-08-1998
Rev. 1della P.A. 1997-173
P.A. Ripetitiva: SI

RIFERIMENTI:
Documentazione della Ditta Costruttrice:
BHTI
AGUSF
-
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BHTI

Prescrizioni Estere:
Alert S.B. 212-96-101
Eventuali Bollettini Tecnici
corrispondenti ai sopraccitati
S.B. emessi da B.H.T.I.
Alert S.B. 212-96-100 Rev. A 18-05-1998

!!! URGENTE - APPLICAZIONE IMMEDIATA !!!

!DATA DI ENTRATA IN VIGORE: 11 agosto 1998

SCADENZA:
!- Paragrafo (a) della Priority Letter AD a riferimento:
!Prima di ulteriori voli, a partire dalla data di entrata in vigore della pre-
!sente PA, se non gia' eseguito.
!- Paragrafo (b) della Priority Letter AD a riferimento:
!Come stabilito nella stessa AD, a partire dalla data di entrata in vigore della
!presente PA, se non gia' eseguito.
!- Paragrafo (c) della Priority Letter AD a riferimento:
!Come stabilito nella stessa AD, a partire dalla data di entrata in vigore della
!presente PA.

APPLICABILITA':
!- Elicotteri Bell Helicopter Textron In. modello 212 equipaggiati con assieme
!giogo rotore di coda P/N 212-010-704 (tutti i numeri di dash), P/N 212-010-744
!(tutti i numeri di dash), oppure P/N 212-011-702 (tutti i numeri di dash).
!- Elicotteri Agusta-Bell AB212 equipaggiati con assieme giogo rotore di coda
!P/N 212-010-704 (tutti i numeri di dash), P/N 212-010-744 (tutti i numeri di
!dash), oppure P/N 212-011-702 (tutti i numeri di dash).

DESCRIZIONE:
!L'allegata Priority Letter AD a riferimento costituisce Prescrizione di
!Aeronavigabilita' del RAI-ENAC, con la scadenza riportata alla relativa voce
!della presente PA.

!La presente PA annulla e sostituisce la PA 97-173, datata 26 giugno 1997.

!Si riporta di seguito il testo della suddetta Priority Letter AD:

----------FINE----------

English Translation
In case of any difficulty reference should be made to the Italian original text.

Airworthiness Directive 98-282, dated 7 August 1998

!!! URGENT-IMMEDIATE ACTION REQUIRED !!!

EFFECTIVE DATE: 11 August 1998

APPLICABILITY:
!-Bell Helicopter Textron Inc. Model 212 helicopters, with tail rotor yoke
!assembly, part number (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, installed.
!- Agusta Model AB212 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, installed.

!SUBJECT:
!Tail rotor yoke assembly.

COMPLIANCE:
!As established in the referenced FAA Priority Letter AD, as of the effective
!date of this RAI-ENAC AD.

REFERENCE:
!- FAA-USA Priority Letter Airworthiness Directive 98-11-15, issued on 19 May
!1998.
!- Bell Helicopter Textron Inc. Alert Service Bulletin 212-96-100, Revision A,
!dated 18 May 1998.
!- Bell Helicopter Textron Inc. Alert Service Bulletin 212-96-101, dated 3 Sep-
!tember 1996.
!- RAI-ENAC approved Agusta Technical Bulletins equivalent to the above listed
!BHTI Service Bulletins.

DESCRIPTION:
!The referenced FAA-USA Priority Letter Airworthiness Directive constitutes RAI-
!ENAC "Prescrizione di Aeronavigabilita"'(Airworthiness Directive) with the
!compliance terms set forth under "COMPLIANCE" of this RAI-ENAC AD.

!This AD cancels and substitutes AD 97-173, dated 26 June 1997.

!The text of the referenced FAA-USA Priority Letter AD is here reprinted:

98-11-15 BELL HELICOPTER TEXTRON INC.: Docket No. 98-SW-20-AD
Applicability: Model 212 helicopters, with tail rotor
yoke assembly, part number (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, 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 (d) 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 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 2: 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 time-in-service (TIS), or with an airworthy yoke assembly (regardless of TIS) that has passed an x-ray diffraction inspection in accordance with Bell Helicopter Textron, Inc. Alert Service Bulletin (ASB) 212-96-100, Revision A, dated May 18, 1998, or ASB 212-96-101, dated September 3, 1996, 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 3: Yoke assemblies that have passed an x-ray diffraction inspection at BHTI will have the letters FM vibro-etched on them following the serial number.
(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, in accordance with Part III, Paragraph 1, of ASB 212-96-100, Revision A, dated May 18, 1998; or inspect the tail rotor flapping stop and replace the yoke assembly and flapping stop, if required, in accordance with Part III, Paragraphs 1, 2, and 3, of ASB 212-96-101, dated September 3, 1996, whichever is applicable.
(d) 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. 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, Rotorcraft Directorate.
NOTE 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Rotorcraft Certification Office.
(e) 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.
(f) Copies of the applicable service information may be obtained from Bell Helicopter Textron, Inc., P.O. Box 482, Fort Worth, Texas 76101, telephone (817) 280-3391, fax (817) 280-6466. This information may be examined at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas.
(g) Priority Letter AD 98-11-15, issued May 19, 1998, becomes effective upon receipt.
FOR FURTHER INFORMATION CONTACT: Mr. Louis Bellott, Aerospace Engineer, FAA, Rotorcraft Certification Office, Rotorcraft Directorate, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5490, fax (817) 222-5783.
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Il Certificato di Navigabilita' dell'aeromobile sulle cui strutture od impianti deve essere applicata la Prescrizione di Aeronavigabilita' in oggetto, scade di validita' qualora essa non venga attuata nei termini prefissati.

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