


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2011-0014 [Corrected: 04 February 2011]</p> <p>Date: 27 January 2011</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p>Type Approval Holder's Name :</p> <p>Mecaer Aviation Group S.p.A. (formerly S.E.I. Servizi Elicotteristici Italiani S.p.A.)</p>		<p>Type/Model designation(s) :</p> <p>NH-300C helicopters</p>
<p>TCDS Numbers : ENAC Italy A 176</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure : None</p>		
ATA 52		Doors – Door Hinge Plates – Modification / Replacement
<p>Manufacturer(s):</p>		Breda Nardi
<p>Applicability:</p>		NH-300C helicopters, all serial numbers.
<p>Reason:</p>		<p>Reports have been received of occurrences where a cabin door separated from a Schweizer 269C helicopter in flight. Investigation showed that the hinge pin became free when a serrated release pin came out of the hinge pin, as a result of which the door hinge pins disengaged from the door hinge assembly.</p> <p>This condition, if not detected and corrected, could lead to further cases of in-flight separation of a cabin door, possibly resulting in damage to the helicopter or injury to persons on the ground.</p> <p>To address and correct this unsafe condition, Schweizer has redesigned the hinges with welded caps to the open ends of the door hinge pin receptacles and introduced these modified hinges on the production line. EASA AD 2010-0219 dated 21 October 2010 requires modification or replacement of the affected door hinges for in-service Schweizer 269 helicopters.</p> <p>Mecaer Aviation Group (MAG), which under the name Breda Nardi manufactured a variant of Schweizer 269 helicopters named NH-300C having the same door hinge plates part number (P/N) installed, has also issued modification instructions to weld a stainless steel rod on the open ends of the door hinge pin receptacles, which will prevent the door hinge pins from falling out of the hinge pin receptacles.</p>

	<p>For the reasons described above, this AD requires the modification or replacement of all affected cabin door hinges with hinges having been reconfigured with a cap welded to the outside end of the door hinge pin receptacle.</p> <p>This AD has been republished to amend the 'Reason' section, where the AD number for Schweizer 269 helicopters was incorrect. It was 2010-0169, it is 2010-0219.</p>
Effective Date:	10 February 2011
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless already accomplished:</p> <p>(1) Within the next 300 flight hours or 6 months after the effective date of this AD, whichever occurs first, modify all P/N 269A4755-13 door hinges plates without caps welded to the outside end of the door hinge pin receptacles, in accordance with the instructions of MAG Mandatory Service Bulletin (SB) BN-300-110, or replace all door hinge plates with new door hinge plates P/N 269A4755-13 <u>having been reconfigured with a cap welded to the outside end of the door hinge pin receptacle.</u></p> <p>(2) After the effective date of this AD, do not install P/N 269A4755-13 door hinge plate on any helicopter, unless it has been modified in accordance with MAG Mandatory Service Bulletin (SB) BN-300-110.</p>
Ref. Publications:	<p>Mecaer Aviation Group Mandatory Service Bulletin (SB) BN-300-110 dated 27 September 2010.</p> <p>The use of later approved revisions of this document is acceptable to comply with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 26 November 2010 as PAD 10-118 for consultation until 24 December 2010. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Mecaer Aviation Group S.p.A. Via dell'Artigianato V Traversa, 1 63033 Centobuchi di Montepandone (AP) - Italy. Telephone: +39 735 7091, Fax: +39 735 709 369, E-mail: info@mecaer.com .