

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2013-0235 Date: 25 September 2013 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.
This AD is issued in accordance with EU 748/2012, Part 21.A.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].	
Design Approval Holder's Name : MECAER AVIATION GROUP S.p.A.	Type/Model designation(s): NH-300C helicopters
TCDS Number(s) : EASA.R.143	
Foreign AD : Not applicable	
Supersedure: None	
ATA 63	Rotor Drive – Main Rotor Thrust Bearing Spacer Tube – Inspection / Replacement
Manufacturer(s):	Mecaer Aviation Group S.p.A. (MAG), formerly S.E.I. Servizi Elicotteristici Italiani S.p.A. and Breda Nardi S.p.A.
Applicability:	NH-300C helicopters, all serial numbers.
Reason:	Sikorsky Aircraft Corporation, the current approval holder of the Schweizer (formerly Hughes) 269 helicopter type design, provided information through Service Bulletin (SB) B-297.1 that evidence of contact between the main rotor thrust bearing spacer tube Part Number (P/N) 269A1318-005 and the main rotor shaft journal radius was reported on some Sikorsky (formerly Schweizer) model 269C helicopters. This condition, if not detected and corrected, could lead to failure of the main rotor thrust bearing spacer tube, possibly resulting in loss of control of the helicopter. NH-300C helicopters, manufactured under a license agreement between MAG (formerly Breda Nardi) and Sikorsky Aircraft Corporation (formerly Schweizer), are similar in design to the Sikorsky 269C helicopter, and are equipped with the same P/N 269A1318-005 main rotor thrust bearing spacer tube. To address this potential unsafe condition, MAG issued Mandatory Service Bulletin (SB) BN-300-116, providing inspection instructions. For the reasons described above, this AD requires a one-time inspection to detect contact or damage of the main rotor thrust bearing spacer tube and, depending on findings, replacement with a serviceable part.
Effective Date:	09 October 2013

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within 100 flight hours (FH) or 60 days, whichever occurs first after the effective date of this AD, identify the P/N of the main rotor thrust bearing spacer tube and part installation date in accordance with the instructions of MAG SB BN-300-116. A review of maintenance records is acceptable to determine the P/N and installation date of the main rotor thrust bearing spacer tube, provided the P/N and date can be conclusively determined from that review. (2) If the main rotor thrust bearing spacer tube, identified as required by paragraph (1) of this AD, has P/N 269A1318-005 and was first installed on a helicopter after 01 June 1999, or in case the P/N cannot be identified, or the date of installation cannot be determined, within 100 FH or 60 days, whichever occurs first after the effective date of this AD, inspect the main rotor thrust bearing spacer tube in accordance with the instructions of MAG SB BN-300-116. (3) If, during the inspection required by paragraph (2) of this AD, any sign of damage or contact between the main rotor thrust bearing spacer tube and main rotor drive shaft journal radius is found, before next flight, replace the main rotor thrust bearing spacer tube with a serviceable part in accordance with the instructions of MAG SB BN-300-116. (4) From the effective date of this AD, do not install any main rotor thrust bearing spacer tube P/N 269A1318-005 on a helicopter, unless it can be demonstrated that the affected part was previously installed on a helicopter before 01 June 1999, or the affected part has passed an inspection in accordance with the instructions of MAG SB BN-300-116.
Ref. Publications:	MAG Mandatory SB BN-300-116 dated 24 October 2012. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
Remarks:	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive 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 63076 Monteprandone (AP) - Italy. Telephone: +39 0735 7091, Fax: +39 0735 709 369, E-mail: caw@mecaer.com.