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| <b>EASA</b>  | <b>AIRWORTHINESS DIRECTIVE</b>  |
|   | <p><b>AD No.: 2013-0238</b></p> <p><b>Date: 27 September 2013</b></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 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].</p> |   |
| <p><b>Design Approval Holder's Name :</b><br/>MECAER AVIATION GROUP S.p.A.</p>   | <p><b>Type/Model designation(s):</b><br/>NH-300C helicopters</p>  |
| TCDS Number(s) : EASA.R.143  |   |
| Foreign AD : Not applicable  |   |
| Supersedure: None  |   |
| <b>ATA 65</b>  | <b>Tail Rotor Drive – Drive Shaft Splined Fittings – Inspection</b>   |
| Manufacturer(s):   | Mecaer Aviation Group S.p.A. (MAG), formerly S.E.I. Servizi Elicotteristici Italiani S.p.A., Breda Nardi S.p.A.   |
| Applicability:   | NH-300C helicopters, all serial numbers.  |
| Reason:  | <p>Sikorsky Aircraft Corporation, the current approval holder of the Schweizer (formerly Hughes) 269 helicopter type design, provided information through Service Bulletin (SB) B-288.1 and SB B-299.1 that excessive spline wear in the forward and aft tail rotor drive shaft splined fittings can lead to decoupling of the tail rotor drive shaft.</p> <p>This condition, if not detected and corrected, could lead to loss of tail rotor thrust, possibly resulting in loss of control of the helicopter.</p> <p>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 have the same tail rotor drive shaft splined fittings installed.</p> <p>To address this potential unsafe condition, MAG issued Mandatory SB BN-300-114, providing instructions to inspect and correct the affected assembly.</p> <p>For the reasons described above, this AD requires repetitive inspections of the tail rotor drive shaft splined fittings to detect wear and insufficient lubrication and, depending on findings, accomplishment of the applicable corrective actions.</p> |
| Effective Date:  | 11 October 2013   |

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| <p>Required Action(s) and Compliance Time(s):</p> | <p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within 100 flight hours (FH) or 60 days after the effective date of this AD, whichever occurs first, and thereafter at intervals not to exceed 100 FH, inspect the tail rotor shaft internal and external splined fittings and drive sleeve in accordance with the instructions of MAG SB BN-300-114.</li> <li>(2) If, during any inspection as required by paragraph (1) of this AD, any discrepancy is found as identified in MAG SB BN-300-114, before next flight, accomplish the applicable corrective action(s), depending on findings, in accordance with the instructions of MAG SB BN-300-114.</li> <li>(3) Replacement of parts as required by paragraph (2) of this AD does not constitute terminating action for the repetitive inspections required by paragraph (1) of this AD.</li> </ol>     |
| <p>Ref. Publications:</p>                         | <p>MAG Mandatory SB BN-300-114 dated 24 October 2012.</p> <p>The use of later approved revisions of this document is acceptable to comply with the requirements of this AD.</p>   |
| <p>Remarks:</p>                                   | <ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>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.</li> <li>3. Enquiries regarding this AD should be referred to Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact:<br/>Mecaer Aviation Group S.p.A.<br/>Via dell'Artigianato V Traversa, 1<br/>63076 Montepandone (AP) - Italy.<br/>Telephone: +39 0735 7091, Fax: +39 0735 709 369,<br/>E-mail: <a href="mailto:caw@mecaer.com">caw@mecaer.com</a>.</li> </ol> |