


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2013-0259</p> <p>Date: 24 October 2013</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>		
Design Approval Holder's Name :		Type/Model designation(s):
MECAER AVIATION GROUP S.p.A.		NH-300C helicopters
TCDS Number:	EASA.R.143	
Foreign AD:	Not applicable	
Supersedure:	None	
ATA 63	Main Rotor Drive – Belt Drive Clutch Linear Actuator – Modification	
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>Cracks have been reportedly found on the output shaft of part number (P/N) 269A4564-5 linear actuators, installed on Schweizer (now Sikorsky) model 269 helicopters.</p> <p>These failures may be the consequence of inappropriate application of a side load to the extended shaft during maintenance/inspection procedures.</p> <p>This condition, if not detected and corrected, may lead to loss of power of the rotor system, prompting an emergency autorotation landing, possibly resulting in damage to the helicopter and injury to occupants.</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 are equipped with the same P/N 269A4564-5 linear actuators.</p> <p>To address this potential unsafe condition, MAG issued Mandatory Service Bulletin (SB) BN-300-111, providing modification instructions.</p> <p>For the reasons described above, this AD requires modification of the affected linear actuators, which involves a P/N change. This AD also prohibits installation of P/N 269A4564-5 linear actuators as replacement part.</p>	
Effective Date:	07 November 2013	

Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 500 flight hours or 15 months, whichever occurs first after the effective date of this AD, modify each linear actuator P/N 269A4564-5 and re-identify this as P/N 269A4564-9 in accordance with the instructions of MAG Mandatory SB BN-300-111.</p> <p>(2) After modification of a helicopter as required by paragraph (1) of this AD, do not install a P/N 269A4564-5 linear actuator on that helicopter.</p>
Ref. Publications:	<p>MAG Mandatory SB BN-300-111 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>
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 23 September 2013 as PAD 13-148 for consultation until 21 October 2013. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to 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 Montepandone (AP) - Italy. Telephone: +39 0735 7091, Fax: +39 0735 709 369, E-mail: caw@mecaer.com.