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Hovedadministrasjonen
Luftfartsinspeksjonen
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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
MCDONNELL DOUGLAS
HELICOPTER- 54
(Forts. av HUGHES)

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

97-065 UTSKIFTING AV «TRANSMISSION OUTPUT DRIVE GEARS»

Påbudet gjelder:

McDonnell Douglas Helicopter 369D, E, F, FF, 500N, AH-6 og MH-6 modeller som har hovedrotortransmisjon P/N 369D25100 installert.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 97-15-08.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 97-15-08, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 97-15-08.

Gyldighetsdato:

01.09.97.



AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
**Federal Aviation
Administration**

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

97-15-08 MCDONNELL DOUGLAS HELICOPTER SYSTEMS: Amendment 39-10081. Docket No. 97-SW-02-AD.

Applicability: Model 369D, E, F, FF, 500N, AH-6, and MH-6 helicopters, with main rotor transmission, part number (P/N) 369D25100, 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 transmission output drive gear (gear), part number P/N 369D25127-11, which could result in loss of main rotor control and subsequent loss of control of the helicopter, accomplish the following:

(a) Within the next 10 hours time-in-service (TIS) after the effective date of this AD, determine through an inspection of records, contact with the manufacturer, or using a bright light and viewing through the open liquid level plug port, if the installed gear serial number (S/N) is S/N 005570-0646 through S/N 005570-0765, or S/N 005570-0876 through S/N 005570-0998.

(b) If the gear has an affected S/N, remove the gear and replace it with an airworthy gear, that has a S/N other than the S/N's listed in paragraph (a) of this AD, as follows:

(1) For helicopters equipped with a cargo hook assembly, with a separate, permanently-maintained log of actual hours time-in-service (TIS) of external load operation, remove and replace the gear within the next 25 hours TIS for external load operations, or within the next 400 hours TIS for non-external load operation, whichever comes first.

(2) For helicopters equipped with a cargo hook assembly, with no separate, permanently-maintained log of actual external load operation, remove and replace the gear within the next 25 hours TIS after the effective date of this AD. Owners/operators may begin maintaining a separate permanent log of external load operations and comply with the requirements of paragraph (b)(1) of this AD.

(3) For helicopters without cargo hook assemblies, remove and replace the gear within the next 400 hours TIS after the effective date of this AD.

(c) Replacement of the affected gear with an airworthy gear having a S/N other than those S/N's listed in paragraph (a) of this AD is considered a terminating action for the requirements of this AD.

(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, Los Angeles Aircraft Certification Office. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Los Angeles Aircraft Certification Office.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles Aircraft 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) This amendment becomes effective on August 4, 1997.

FOR FURTHER INFORMATION CONTACT:

Mr. Bruce Conze, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, Propulsion Branch, 3960 Paramount Blvd., Lakewood, California 90712, telephone (562) 627-5261, fax (562) 627-5210.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

MCDONNELL DOUGLAS
HELICOPTER- 55
(Forts. av HUGHES)

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

98-007 KONTROLL FOR SPREKKER I HOVEDROTORBLADET

Påbudet gjelder:

Boeing McDonnell Douglas Helicopter 369, 369A, D, E, F, FF, H, HE, HM, HS, 500N, og OH-6 modeller som har hovedrotorblader med P/N 369A1100-507, 369D21100-517 eller 369D21102-517 med 1500 TIS (operasjonstid) eller mer.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA Priority AD 98-01-13.

Tid for utførelse:

Til de tider og intervaller som beskrevet i vedlagte kopi av FAA Priority AD 98-01-13, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA Priority AD 98-01-13.

Gyldighetsdato:

01.02.98.



PRIORITY LETTER AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
**Federal Aviation
Administration**

DATE: December 31, 1997
98-01-13

This priority letter Airworthiness Directive (AD) is prompted by an accident in which a main rotor blade (blade) failed on a Boeing McDonnell Douglas Helicopter Systems (MDHS) Model 369D helicopter due to cracks. The blade that failed had accumulated over 2,300 hours time-in-service (TIS). Subsequent investigation revealed cracks in two other blades on the same helicopter. The cracks had initiated in the lower inboard doubler and propagated in a chordwise direction through the blade skin and spar. These fatigue cracks may have been caused by residual stresses induced by nonconforming doublers that were used to construct the blade. A fatigue crack in a blade creates an unsafe condition. This condition, if not detected, could result in failure of the blade and subsequent loss of control of the helicopter.

The FAA has previously issued AD 95-03-13, effective March 21, 1995, and AD 96-10-09, effective May 29, 1996, both of which mandate inspections in the same general area. This priority letter AD applies to blades which may have nonconforming doublers installed and does not supersede the previously-issued AD's.

The FAA has reviewed Boeing McDonnell Douglas Helicopter Systems Service Bulletin No. SB369H-242, SB369E-087, SB500N-014, SB369D-194, SB369F-074, dated December 24, 1997, which describes procedures for a visual inspection to be accomplished prior to further flight, and thereafter at intervals not to exceed 25 hours TIS, using a 10x magnifying glass, of the blades for cracking of the lower surface of the blade emanating from the root fitting, and the doubler at the inboard end of the blade, paying particular attention to the outermost two root fitting attachment bolts and the outermost end of the lower root fitting and adjacent doubler area; and McDonnell Douglas Helicopter Systems Service Information Notice No. HN-239, DN-188, EN-81, FN-67, NN-008, dated October 27, 1995, which describes procedures for an inspection for debonding between the blade root end fitting and doubler if missing or cracked paint or adhesive is observed.

Since an unsafe condition has been identified that is likely to exist or develop on other MDHS Model 369, 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM, 369HS, 500N, and OH-6 helicopters of the same type design, this AD requires, before further flight, and thereafter at intervals not to exceed 25 hours TIS, for blades that have 1,500 or more hours TIS, a visual inspection for cracks in the lower surface of the blade, root fitting and doubler at the inboard end of the blade, paying particular attention to the area of the outermost two root fitting attachment bolts and the outermost end of the lower root fitting and adjacent doubler area; and for missing or cracked adhesive or paint at the root end-to-doubler bonding line. The inspections will be accomplished using a 10x or higher magnifying glass. The actions are required to be accomplished in accordance with the service information described previously.

This rule is issued under 49 U.S.C. Section 44701 pursuant to the authority delegated to me by the Administrator, and is effective immediately upon receipt of this priority letter.

98-01-13 BOEING MCDONNELL DOUGLAS HELICOPTER SYSTEMS: Priority Letter issued on December 31, 1997. Docket No. 97-SW-68-AD.

Applicability: Model 369, 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM, 369HS, 500N, and OH-6 helicopters with part number (P/N) 369A1100-507, 369D21100-517, or 369D21102-517 main rotor blades installed that have 1,500 or more hours time-in-service (TIS), 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 (e) 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 before further flight, and thereafter at intervals not to exceed 25 hours TIS, unless accomplished previously.

To detect cracks that could lead to failure of the main rotor blade (blade) and subsequent loss of control of the helicopter, accomplish the following:

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(a) With the blade lifted off the droop stop, using a 10x or higher magnifying glass, visually inspect the blade for any chordwise cracking emanating from the root fitting edge on the blade lower surface doubler and skin or cracks on the doubler adjacent to the root end fitting in accordance with paragraph (1) and Figure 1 of the Accomplishment Instructions in Boeing McDonnell Douglas Helicopter Systems Service Bulletin No. SB369H-242, SB369E-087, SB500N-014, SB369D-194, SB369F-074, dated December 24, 1997.

(b) With the blade lifted off the droop stop, inspect for cracked adhesive or paint at the root end fitting-to-doubler bond line in the area shown in Figure 1 of Boeing McDonnell Douglas Helicopter Systems Service Bulletin No. SB369H-242, SB369E-087, SB500N-014, SB369D-194, SB369F-074, dated December 24, 1997.

(c) If there is any chordwise cracking discovered as a result of the inspections required by paragraph (a) of this AD, remove the blade and replace it with an airworthy blade.

(d) If there is any missing or cracked adhesive or paint discovered as a result of the inspection required by paragraph (b) of this AD, remove and inspect the blade in accordance with paragraph 3.E. of Part II of the Accomplishment Instructions in McDonnell Douglas Helicopter Systems Service Information Notice No. HN-239, DN-188, EN-81, FN-67, NN-008, dated October 27, 1995. If there is any disbonding in excess of the allowable margins specified in Part II of the service information notice, remove the blade and replace it with an airworthy blade.

(e) 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, Los Angeles Aircraft Certification Office, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Los Angeles Aircraft Certification Office.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(f) Special flight permits will not be issued.

(g) Copies of the applicable service information may be obtained from McDonnell Douglas Helicopter Systems, Technical Publications, Bldg. 530/B11, 5000 E. McDowell Road, Mesa, Arizona 85205-9797. This information may be examined at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 653, Fort Worth, Texas.

(h) Priority Letter AD 98-01-13, issued December 31, 1997, becomes effective upon receipt.

FOR FURTHER INFORMATION CONTACT: Mr. John L. Cecil, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood, California 90712, telephone (562) 627-5229, fax (562) 627-5210.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

MCDONNELL DOUGLAS
HELICOPTER- 56

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

98-021 KONTROLL FOR SPREKKER I HOVEDROTORBLADET

Påbudet gjelder:

McDonnell Douglas Helicopter 369, 369A, D, E, F, FF, H, HE, HM, HS, 500N, 600N og OH-6 modeller som beskrevet i vedlagte kopi av FAA Priority AD 98-03-15.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA Priority AD 98-03-15.

Anm.: Denne LDP erstatter og opphever LDP 98-007.

Tid for utførelse:

Til de tider og intervaller som beskrevet i vedlagte kopi av FAA Priority AD 98-03-15, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA Priority AD 98-03-15.

Gyldighetsdato:

1998-03-01.



PRIORITY LETTER AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
**Federal Aviation
Administration**

DATE: January 29, 1998
98-03-15

This superseding priority letter Airworthiness Directive (AD) is prompted by an accident in which a main rotor blade (blade) failed on a McDonnell Douglas Helicopter Systems (MDHS) Model 369D helicopter due to cracks. The blade that failed had accumulated over 2,300 hours time-in-service (TIS). Subsequent investigation revealed cracks in two other blades on the same helicopter. Additionally, an operator reported finding a blade crack as a result of complying with AD 98-01-13. The cracks had initiated in the lower doubler and propagated in a chordwise direction through the blade skin and spar. These fatigue cracks may have been caused by residual stresses induced by nonconforming doublers that were used to construct the blade. A fatigue crack in a blade creates an unsafe condition. This condition, if not detected, could result in failure of the blade and subsequent loss of control of the helicopter.

The FAA previously issued AD 95-03-13, effective March 21, 1995, Docket No. 94-SW-05-AD; AD 96-10-09, effective May 29, 1996, Docket No. 96-SW-02-AD; and Priority Letter AD 98-01-13, issued December 31, 1997, Docket No. 97-SW-68-AD, all of which mandate inspections in the same general area. This priority letter AD supersedes Priority Letter AD 98-01-13, and does not supersede AD 95-03-13 or AD 96-10-09.

The FAA has reviewed Boeing McDonnell Douglas Helicopter Systems Service Bulletin No. SB369H-243R1, SB369E-088R1, SB500N-015R1, SB369D-195R1, SB369F-075R1, SB600N-007 dated January 23, 1998 (SB). The SB describes procedures for a visual inspection of certain main rotor blades using a 10X magnifying glass. The inspections are to detect cracking of the lower surface of the blade emanating from the root fitting and the doubler at the inboard end of the blade and to detect debonding between the blade root end fitting and doubler if missing or cracked adhesive or paint is observed. For all affected helicopters except the Model 600N, with blades installed that have 600 or more hours TIS, these inspections are to be accomplished prior to further flight, and thereafter at intervals not to exceed 25 hours TIS. For Model 600N helicopters, the SB requires, prior to further flight, removal of affected blades due to higher blade stresses on this model as compared to other affected models. The FAA has also reviewed McDonnell Douglas Helicopter Systems Service Information Notice No. HN-239, DN-188, EN-81, FN-67, NN-008, dated October 27, 1995, which describes procedures for an inspection for debonding between the blade root end fitting and doubler if missing or cracked adhesive or paint is observed.

Since an unsafe condition has been identified that is likely to exist or develop on other MDHS Model 369, 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM, 369HS, 500N, and OH-6 helicopters of the same type design, this AD requires, before further flight, and thereafter at intervals not to exceed 25 hours TIS, for affected blades that have 600 or more hours TIS, a visual inspection for cracks in the lower surface of the blade root fitting and doubler at the inboard end of the blade and for missing or cracked adhesive or paint at the root end-to-doubler bonding line. The inspections will be accomplished using a 10X or higher magnifying glass. Since issuance of Priority Letter 98-01-13, the FAA has evaluated additional data and determined that the AD can be limited to certain serial numbers and that initiating the repetitive inspections at 600 hours TIS is appropriate. The actions are required to be accomplished in accordance with the service information described previously.

Since this same unsafe condition is likely to exist on MDHS Model 600N helicopters and develop at a faster rate because of higher blade stresses, this AD requires removal of certain main rotor blades prior to further flight and replacement with airworthy blades.

This rule is issued under 49 U.S.C. Section 44701 pursuant to the authority delegated to me by the Administrator and is effective immediately upon receipt of this priority letter.

98-03-15 MCDONNELL DOUGLAS HELICOPTER SYSTEMS: Priority Letter issued on January 29, 1998. Docket No. 98-SW-06-AD. Supersedes Priority Letter AD 98-01-13, issued December 31, 1997, Docket No. 97-SW-68-AD.

Applicability: Model 369, 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM, 369HS, 500N, 600N, and OH-6 helicopters with main rotor blades Part Number (P/N) 369A1100-507 with Serial Number (S/N) D139 through D203, D209 through D223; P/N 369D21100-517 with S/N H664, H665, H667, H669, H671, H672, H674, H676, H679, H680, H683 through H724, H726 through H999, J000 through J039, J041 through J055; or P/N 369D21102-517 with S/N 1976 through 2100, 2106 through 2115, installed, certificated in any category.

PRIORITY LETTER AIRWORTHINESS DIRECTIVE

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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 (c) 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.

(a) For Model 369, 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM, 369HS, 500N, and OH-6 helicopters with any affected main rotor blade (blade) that has 600 or more hours time-in-service (TIS), to detect cracks that could lead to failure of the blade and subsequent loss of control of the helicopter, before further flight and thereafter at intervals not to exceed 25 hours TIS, accomplish the following:

(1) With each blade lifted off the droop stop, using a 10X or higher magnifying glass, visually inspect the blade for any chordwise cracking emanating from the root fitting edge on the blade lower surface doubler and skin or cracks on the doubler adjacent to the root end fitting in accordance with paragraph (3) and Figure 1 of the Accomplishment Instructions in Boeing McDonnell Douglas Helicopter Systems Service Bulletin No. SB369H-243R1, SB369E-088R1, SB500N-015R1, SB369D-195R1, SB369F-075R1, SB600N-007 dated January 23, 1998 (SB). If any chordwise cracking is discovered, remove the blade and replace it with an airworthy blade.

(2) With each blade lifted off the droop stop, inspect for missing or cracked adhesive or paint at the root end fitting-to-doubler bond line in accordance with paragraph (4) and Figure 1 of the Accomplishment Instructions of the SB. If any missing or cracked adhesive or paint is discovered, remove and inspect the blade in accordance with paragraph 3E of Part II of the Accomplishment Instructions in McDonnell Douglas Helicopter Systems Service Information Notice No. HN-239, DN-188, EN-81, FN-67, NN-008, dated October 27, 1995. If there is any disbonding in excess of the allowable margins specified in paragraph 3E of Part II of the service information notice, replace the blade with an airworthy blade.

(b) For the Model 600N helicopters, before further flight, remove any affected blade from service and replace it with an airworthy blade not listed in the applicability section of this AD. Blades removed from the Model 600N are not eligible for use on any rotorcraft.

NOTE 2: The recurring inspection requirements, contained in paragraph (a) of this AD, DO NOT apply to the Model 600N helicopters.

(c) 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, Los Angeles Aircraft Certification Office, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Los Angeles Aircraft Certification Office.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(d) Special flight permits will not be issued.

(e) Copies of the applicable service information may be obtained from McDonnell Douglas Helicopter Systems, Technical Publications, Bldg. 530/B11, 5000 E. McDowell Road, Mesa, Arizona 85205-9797. This information may be examined at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas.

(f) Superseding Priority Letter AD 98-03-15, issued January 29, 1998, becomes effective upon receipt.

FOR FURTHER INFORMATION CONTACT: Mr. John L. Cecil, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood, California 90712, telephone (562) 627-5229, fax (562) 627-5210.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

MCDONNELL DOUGLAS
HELICOPTER- 57

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

98-054 «OVERRUNNING CLUTCH ASSY. OUTER RACE»

Påbudet gjelder:

McDonnell Douglas Helicopter modeller som beskrevet i vedlagte kopi av FAA AD 98-09-02.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 98-09-02.

Anm.: Denne LDP erstatter og opphever LDP 98-007 og LDP 53A/88.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 98-09-02, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 98-09-02.

Gyldighetsdato:

1998-06-01.

AIRWORTHINESS DIRECTIVE



REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
**Federal Aviation
Administration**

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

8-09-02 MCDONNELL DOUGLAS HELICOPTER SYSTEMS: Amendment 39-10481. Docket No. 97-SW-52-AD. Supersedes AD 88-10-04, Amendment 39-5897 and AD 88-10-04 R1, Amendment 9-6173.

Applicability: Model 369, 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM, 369HS, 500N, OH-6A, and OH-6A helicopters, 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 (c) 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 would 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 within 50 hours time-in-service after the effective date of this AD, unless accomplished previously.

To prevent failure of the overrunning clutch assembly outer race, which could result in loss of engine drive to the rotor system and a subsequent forced landing, accomplish the following:

(a) Inspect the overrunning clutch outer race, part number (P/N) 369A5352, to determine its serial number (S/N) in accordance with paragraphs A through C of the Accomplishment Instructions contained in McDonnell Douglas Helicopter Systems Service Information Notice HN-215.2, DN-156.2, EN-46.2, FN-34.2, NN-010, dated March 18, 1997 (service information notice).

(b) Remove any overrunning clutch outer race, P/N 369A5352, having a S/N of 0692 through 0927, and replace it with an airworthy overrunning clutch outer race, P/N 369A5352-5, together with a wave washer, P/N W1593-018, in accordance with the service information notice.

(c) 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, Los Angeles Aircraft Certification Office, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Los Angeles Aircraft Certification Office.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(d) 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.

(e) The inspection and replacement shall be done in accordance with McDonnell Douglas Helicopter Systems Service Information Notice HN-215.2, DN-156.2, EN-46.2, FN-34.2, NN-010, dated April 11, 1997. This incorporation by reference was approved by the Director of the Federal Register in accordance with 16 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from McDonnell Douglas Helicopter Systems, Technical Publications, Bldg. 530/B11, 5000 E. McDowell Road, Mesa, Arizona 85205-9797. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, D.C.

(f) This amendment becomes effective on May 6, 1998.

FOR FURTHER INFORMATION CONTACT: Mr. Bruce Conze, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, Airframe Branch, 3960 Paramount Boulevard, Lakewood, California 90712, telephone (562) 627-5261, fax (562) 627-5210.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

MCDONNELL DOUGLAS
HELICOPTER- 58

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets
bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

98-073 SPREKKKONTROLL AV HOVEDROTORBLAD

Påbudet gjelder:

McDonnell Douglas Helicopter modeller som beskrevet i vedlagte kopi av FAA AD 98-15-26.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 98-15-26.

Anm.: Denne LDP erstatter og opphever LDP 98-021.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 98-15-26, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 98-15-26.

Gyldighetsdato:

1998-09-01.



AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
**Federal Aviation
Administration**

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

98-15-26 MCDONNELL DOUGLAS HELICOPTER SYSTEMS: Amendment 39-10675. Docket No. 98-SW-22-AD. Supersedes Priority Letter AD 98-03-15, Docket No. 98-SW-06-AD.

Applicability: Model 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM, 369HS, 500N, 600N, and OH-6A helicopters with main rotor blades Part Number (P/N) 369A1100-507 with Serial Number (S/N) D139 through D203, D209 through D223; P/N 369D21100-517 with S/N H664, H665, H667, H669, H671, H672, H674, H676, H679, H680, H683 through H724, H726 through H999, J000 through J039, J041 through J055; or P/N 369D21102-517 with S/N 1976 through 2100, 2106 through 2115, 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 (f) 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.

(a) For Model 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM, 369HS, 500N, and OH-6A helicopters with any affected main rotor blade (blade) that has 600 or more hours time-in-service (TIS), to detect cracks that could lead to failure of the blade and subsequent loss of control of the helicopter, before further flight and thereafter at intervals not to exceed 25 hours TIS, accomplish the following:

(1) With each blade lifted off the droop stop, using a 10X or higher magnifying glass, visually inspect the blade for any chordwise cracking starting at the root fitting edge on the blade lower surface doubler and skin or cracks on the doubler adjacent to the root end fitting (Figure 1). If any cracking is discovered, remove the blade and replace it with an airworthy blade.

NOTE 2: Boeing McDonnell Douglas Helicopter Systems Service Bulletin No. SB369H-243R3, SB369E-088R3, SB500N-015R3, SB369D-195R3, SB369F-075R3, SB600N-007R2, dated July 13, 1998 (SB), pertains to the subject of this AD.

(2) With each blade lifted off the droop stop, inspect the lower surface for missing or cracked adhesive or paint at the root end fitting-to-doubler bond line (Figure 1). If any missing or cracked adhesive or paint is discovered, remove and inspect the blade in accordance with paragraph 3E of Part II of the Accomplishment Instructions in McDonnell Douglas Helicopter Systems Service Information Notice No. HN-239, DN-188, EN-81, FN-67, NN-008, dated October 27, 1995. If there is any disbonding in excess of the allowable margins specified in paragraph 3E of Part II of the service information notice, replace the blade with an airworthy blade.

(b) For the Model 600N helicopters, before further flight, remove any affected blade from service and replace it with an airworthy blade not listed in the applicability section of this AD. Blades removed from the Model 600N helicopters are not eligible for use on any rotorcraft.

NOTE 3: The recurring inspection requirements, contained in paragraph (a) of this AD, DO NOT apply to the Model 600N helicopters.

(c) Affected blades are to be removed from service on or before reaching either of the applicable new life limits. The new life limits are determined by hours TIS or number of torque events (TE). A torque event is defined as the transition to a hover from forward flight. For this definition of TE, forward flight is considered to be flight at any airspeed after attaining translational lift.

(1) For blades that do not have TE logged, prior to further flight, log the TE in the rotorcraft log or equivalent record as follows:

(i) Log the number of TE, if known.

(ii) For noncargo hook operations, if the number of TE is unknown, log 6 TE for each hour

TIS.

(iii) For cargo hook (external load) operations, or for any combination of noncargo hook operations and cargo hook (external load) operations, if the number of TE is unknown, log 20 TE for each hour TIS.

(2) Make an entry into the component record or equivalent record to reflect new life limits for blade P/N's as follows.

(i) For P/N 369A1100-507, Models 369A, 369H, 369HE, 369HM, 369HS, and OH-6A, enter 1,750 hours TIS or 10,600 TE, whichever occurs first.

ii) For P/N 369D21100-517, Models 369D and 369E, enter 2,500 hours TIS or 15,000 TE, whichever occurs first.

(iii) For P/N 369D21102-517, Model 369F, 369FF, and 500N, enter 2,500 hours TIS or 15,000 TE, whichever occurs first.

(d) After compliance with paragraph (c) of this AD, during each operation thereafter, maintain a count of TE performed and additional hours TIS accumulated, and, at the end of each day's operations, add those counts to the accumulated number of TE and hours TIS on the rotorcraft log or equivalent record.

(e) The blades are no longer retired based upon only hours TIS. This AD revises the Airworthiness Limitations Section of the maintenance manual by establishing a new retirement life for certain blade P/N's based on hours TIS or a number of TE, whichever occurs first.

(f) 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, Los Angeles Aircraft Certification Office, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Los Angeles Aircraft Certification Office.

NOTE 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(g) Special flight permits will not be issued.

(h) The inspection required by paragraph (a)(2) of this AD shall be done in accordance with McDonnell Douglas Helicopter Systems Service Information Notice No. HN-239, DN-188, EN-81, FN-67, NN-008, dated October 27, 1995. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from McDonnell Douglas Helicopter Systems, Commercial Technical Publications, Bldg. M615/G048, 5000 E. McDowell Road, Mesa, Arizona 85215-9797, telephone (602) 891-3667, fax (602) 891-6522. Copies may be examined at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas, or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

(i) This amendment becomes effective on August 3, 1998.

FOR FURTHER INFORMATION CONTACT: Mr. John L. Cecil, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood, California 90712, telephone (562) 627-5229, fax (562) 627-5210.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTØRDREVNE
LUFTFARTØY

MCDONNELL DOUGLAS
HELICOPTER- 59

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

98-079 UTSKIFTING AV RELÈ

Påbudet gjelder:

McDonnell Douglas Helicopter modeller som beskrevet i vedlagte kopi av FAA AD 98-17-14.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 98-17-14.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 98-17-14, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 98-17-14.

Gyldighetsdato:

1998-09-01.



PRIORITY LETTER AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
**Federal Aviation
Administration**

DATE: August 14, 1998
98-17-14

This Priority Letter Airworthiness Directive (AD) is prompted by an incident in which a MDHS Model 600 helicopter's Engine Control Unit (ECU) Fail light illuminated, even though the ECU continued to automatically control the engine. The helicopter manufacturer reported two additional similar incidents on other Model 600N helicopters. The cause of the ECU malfunction indication was determined to be contact sockets that did not properly fit the corresponding pins of the affected relay.

This condition, if not corrected, could result in the loss of the Battery Hi Temp. relay and the Auto-Re-Ignition Igniter relay on Model 369E, 369FF, and 500N helicopters. The loss of these engine control or warning systems could result in multiple unsafe conditions, including the undetected loss of the auto-reignition function after an engine flameout, failure of an engine to reignite, and a subsequent forced landing. Also, this condition, if not corrected, could result in the undetected loss of the Battery Hi Temp. relay and the Full Authority Digital Engine Control (FADEC)-related relays (which includes the ECU Fail relay, the Engine-Out relay, the Manual Mode relay, the FADEC Start relay, and the Voice Warning Unit) on Model 600N helicopters. The undetected loss of these engine control or warning systems could result in multiple unsafe conditions, including the inability to immediately detect an engine-out condition or to properly govern main rotor speed following loss of the FADEC, and subsequent loss of control of the helicopter.

The FAA has reviewed MDHS Service Bulletin SB369E-090, SB369F-077, SB500N-017, SB600N-014, dated July 6, 1998, which describes procedures for ensuring that contact sockets properly fit the corresponding pins of the affected relay. Since an unsafe condition has been identified that is likely to exist or develop on other MDHS Model 369E, 369FF, 500N and 600N helicopters of the same type design, this AD requires, within the next 14 calendar days, inspecting each relay receptacle, part number (P/N) HS4256-1, contact sockets for correct size of the contact socket holes, and replacing incorrectly-sized contact sockets with airworthy contact sockets, P/N 019-0075-002.

This rule is issued under 49 U.S.C. Section 44701 pursuant to the authority delegated to me by the Administrator, and is effective immediately upon receipt of this priority letter.

98-17-14 MCDONNELL DOUGLAS HELICOPTER SYSTEMS: Docket No. 98-SW-32-AD.

Applicability: Model 369E (serial numbers (S/N) 384E through 0539E); Model 369FF (S/N 076FF through 0128FF); Model 500N (all serial numbers up to and including RN039); and Model 600N (all serial numbers) helicopters, 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 (e) 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 within the next 14 calendar days, unless accomplished previously.

To prevent undetected loss of engine control or warning systems, accomplish the following:

- (a) Access relays K1, K2, K3, K5, K104, and K200 (relays, part number (P/N) H4240).
- (b) Remove each relay specified in paragraph (a) from its relay receptacle (receptacle).
- (c) Using a No. 60 drill bit or a 0.040-in. diameter wire as a gauge, attempt to insert the gauge into every contact socket (socket) of each relay. Ensure the gauge is inserted perpendicular to the face of the receptacle, to prevent damage to the receptacle and the socket (Figure 1). If the gauge can be inserted into a socket, it is unairworthy and must be replaced with an airworthy socket, P/N 019-0075-002.
- (d) Any replacement relay, P/N H4240, must be inspected prior to further flight, in accordance with paragraph (c) of this AD.

NOTE 2: Boeing MDHS Service Bulletin, SB369E-090, SB369F-077, SB500N-017, SB600N-014, dated July 6, 1998, pertains to the subject of this AD.

(e) 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, Los Angeles Aircraft Certification Office, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Los Angeles Aircraft Certification Office.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this D, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(f) 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.

(g) Priority Letter AD 98-17-14, issued August 14, 1998, becomes effective upon receipt.

FOR FURTHER INFORMATION CONTACT:

Mr. Bruce Conze, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood, California 90712, telephone (562) 627-5261, fax (562) 627-5210.

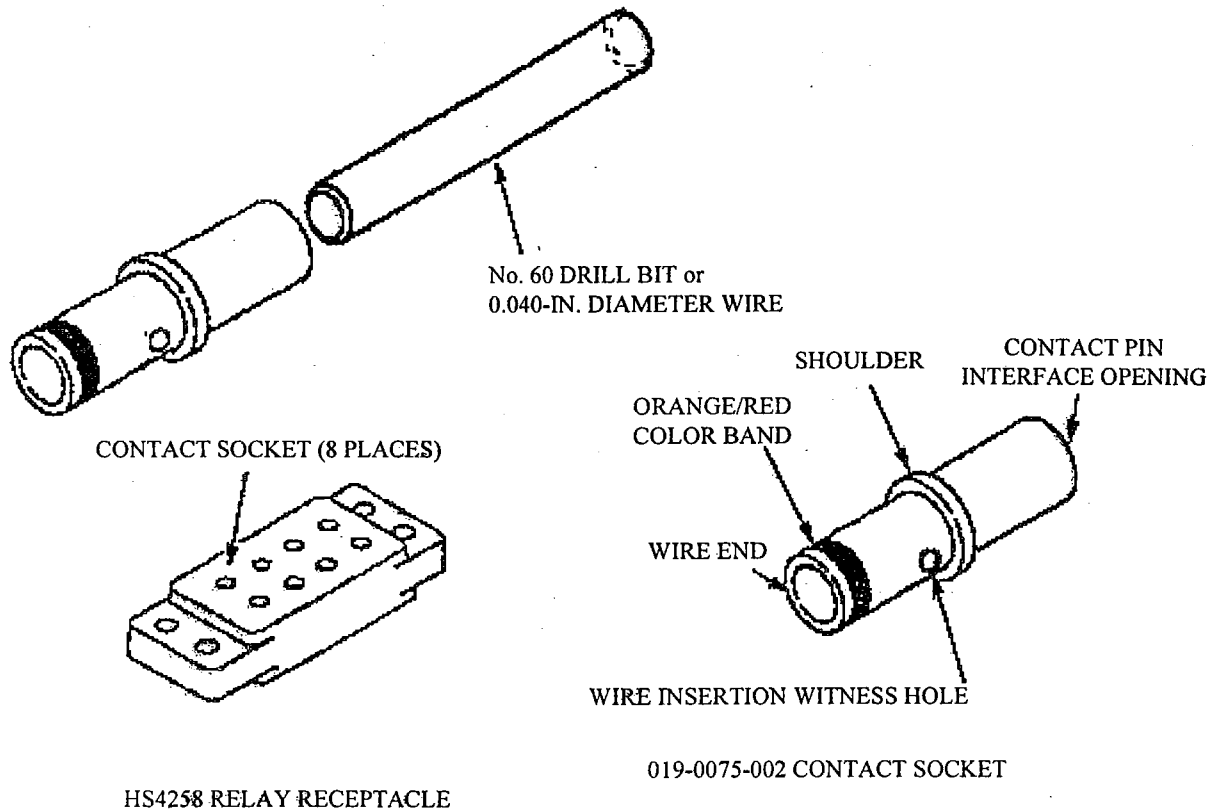


Figure 1. Contact Socket Inspection
PL AD 98-17-14

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY
MCDONNELL DOUGLAS
HELICOPTER- 60

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

98-094 KONTROLL AV CLUTCH

Påbudet gjelder:

McDonnell Douglas Helicopter modeller som beskrevet i vedlagte kopi av FAA AD 98-21-12.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 98-21-12.

Tid for utførelse:

Til de tider og intervaller som beskrevet i vedlagte kopi av FAA AD 98-21-12, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 98-98-21-12.

Gyldighetsdato:

1998-11-01.

AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460



U.S. Department
of Transportation
**Federal Aviation
Administration**

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

98-21-12 MCDONNELL DOUGLAS HELICOPTER SYSTEMS: Amendment 39-10820. Docket No. 97-SW-47-AD.

Applicability: Model 369D, 369E, 369FF, 500N, AH-6, and MH-6 helicopters, with overrunning clutch assembly, part number (P/N) 369F5450-501, 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 detect wear of other clutch components, excessive vibration which could lead to failure of the overrunning clutch, wear on the bearing carrier, and subsequent loss of power to the helicopter rotor drive system, accomplish the following:

(a) Visually inspect the overrunning clutch retainer, P/N 369F5460-1, carrier, P/N 369F5461-1, housing, P/N 369F5451-1, and pin, P/N MS16556-801, for clutch or carrier wear or pin damage in accordance with the Accomplishment Instructions in McDonnell Douglas Helicopter Systems Service Information Notice No. DN-190, EN-83, FN-70, NN-011, dated July 25, 1997. For helicopters with a clutch assembly having less than 100 hours time-in-service (TIS), conduct the visual inspection before or upon reaching 100 hours TIS. For helicopters with a clutch assembly having 100 or more hours TIS, conduct the visual inspection within 25 hours TIS.

(b) Repeat the inspection required by paragraph (a) at intervals not to exceed 100 hours TIS.

(c) If the inspections specified in paragraph (a) or (b) reveal wear or damage to components, replace those components with airworthy components prior to further flight.

(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, Los Angeles Aircraft Certification Office, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Los Angeles Aircraft Certification Office.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles Aircraft 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) The inspections shall be done in accordance with McDonnell Douglas Helicopter Systems Service Information Notice No. DN-190, EN-83, FN-70, NN-011, dated July 25, 1997. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from McDonnell Douglas Helicopter Systems, Field Service Department, 5000 E. McDowell Road, Mesa, Arizona, telephone (800) 388-3378, fax (602) 891-6782. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on October 22, 1998.

FOR FURTHER INFORMATION CONTACT: Mr. Bruce Conze, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712, telephone (562) 627-5261, fax (562) 627-5210.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

MCDONNELL DOUGLAS
HELICOPTER- 61

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

99-033 KONTROLL AV "INPUT SHAFT COUPLING ASSEMBLIES"

Påbudet gjelder:

McDonnell Douglas Helicopter modeller som beskrevet i vedlagte kopi av FAA AD 99-04-12.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 99-04-12.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 99-04-12, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 99-04-12.

Gyldighetsdato:

1999-04-01.



AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
**Federal Aviation
Administration**

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

99-04-12 MCDONNELL DOUGLAS HELICOPTER SYSTEMS: Amendment 39-11036. Docket No. 97-SW-61-AD.

Applicability: Model 369D, 369E, 369FF, 369H, MD500N, and MD600N helicopters, with input shaft coupling assemblies, part number (P/N) 369F5133-1, serial number (S/N) 030829-0126 through 030829-0207, installed on main transmission, P/N 369F5100-503, and on overrunning clutch, P/N 369F5450, 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 (c) 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 within 100 hours time-in-service after the effective date of this AD, unless accomplished previously.

To prevent failure of the spline teeth in each input shaft coupling assembly (coupling assembly), loss of drive to the main rotor system, and subsequent loss of control of the helicopter, accomplish the following:

(a) Visually inspect the coupling assemblies, P/N 369F5133-1, installed on main transmission, P/N 369F5100-503, and on overrunning clutch, P/N 369F5450, for pitting under the solid film lubricant in the spline area of the coupling.

(b) If there is pitting in the splines, replace the coupling assembly with an airworthy coupling assembly, P/N 369F5133-1, that has been inspected as required by paragraph (a) of this AD.

NOTE 2: Boeing Service Bulletin SB369H-240, SB369E-085, SB500N-013, SB369D-192, SB369F-072, SB600N-003, dated September 26, 1997, pertains to this AD.

(c) 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, Los Angeles Aircraft Certification Office, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Los Angeles Aircraft Certification Office.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(d) 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.

(e) This amendment becomes effective on March 23, 1999.

FOR FURTHER INFORMATION CONTACT: Bruce Conze, Aerospace Engineer, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood, California, 90712, telephone (562) 627-5261, fax (562) 627-5210.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

MCDONNELL DOUGLAS
HELICOPTER- 62

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets
bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

99-036 UTSKIFTING AV RELÈ

Påbudet gjelder:

McDonnell Douglas Helicopter modeller som beskrevet i vedlagte kopi av FAA AD 99-08-07.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 99-08-07.

Anm: Erstatte og opphever LDP 98-079.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 99-08-07, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 99-08-07.

Gyldighetsdato:

1999-05-01.

AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
 P.O. BOX 26460
 OKLAHOMA CITY, OKLAHOMA 73125-0460



U.S. Department
 of Transportation
**Federal Aviation
 Administration**

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

99-08-07 MCDONNELL DOUGLAS HELICOPTER SYSTEMS: Amendment 39-11113. Docket No. 99-SW-11-AD. Supersedes Priority Letter AD 98-17-14, Docket No. 98-SW-32-AD.

Applicability: Model 369E (serial numbers (S/N) 384E through 0539E); Model 369FF (S/N 076FF through 0128FF); Model 500N (serial numbers up to and including LN085); and Model 600N (serial numbers RN002 through RN039) helicopters, certificated in any category.

NOTE 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise 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 request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required within the next 14 calendar days, unless accomplished previously.

To prevent undetected loss of engine control or warning systems, accomplish the following:

- Access relays K1, K2, K3, K5, K104, and K200 (relays, part number (P/N) HS4240).
- Remove each relay specified in paragraph (a) from its relay receptacle (receptacle), P/N HS4256-1.
- Using a No. 60 drill bit or a 0.040-in. diameter wire as a gauge, attempt to insert the gauge into every contact socket (socket) of each relay. Ensure the gauge is inserted perpendicular to the face of the receptacle, to prevent damage to the receptacle and the socket (Figure 1). If the gauge can be inserted into a socket, it is unairworthy and must be replaced with an airworthy socket, P/N 019-0075-002.

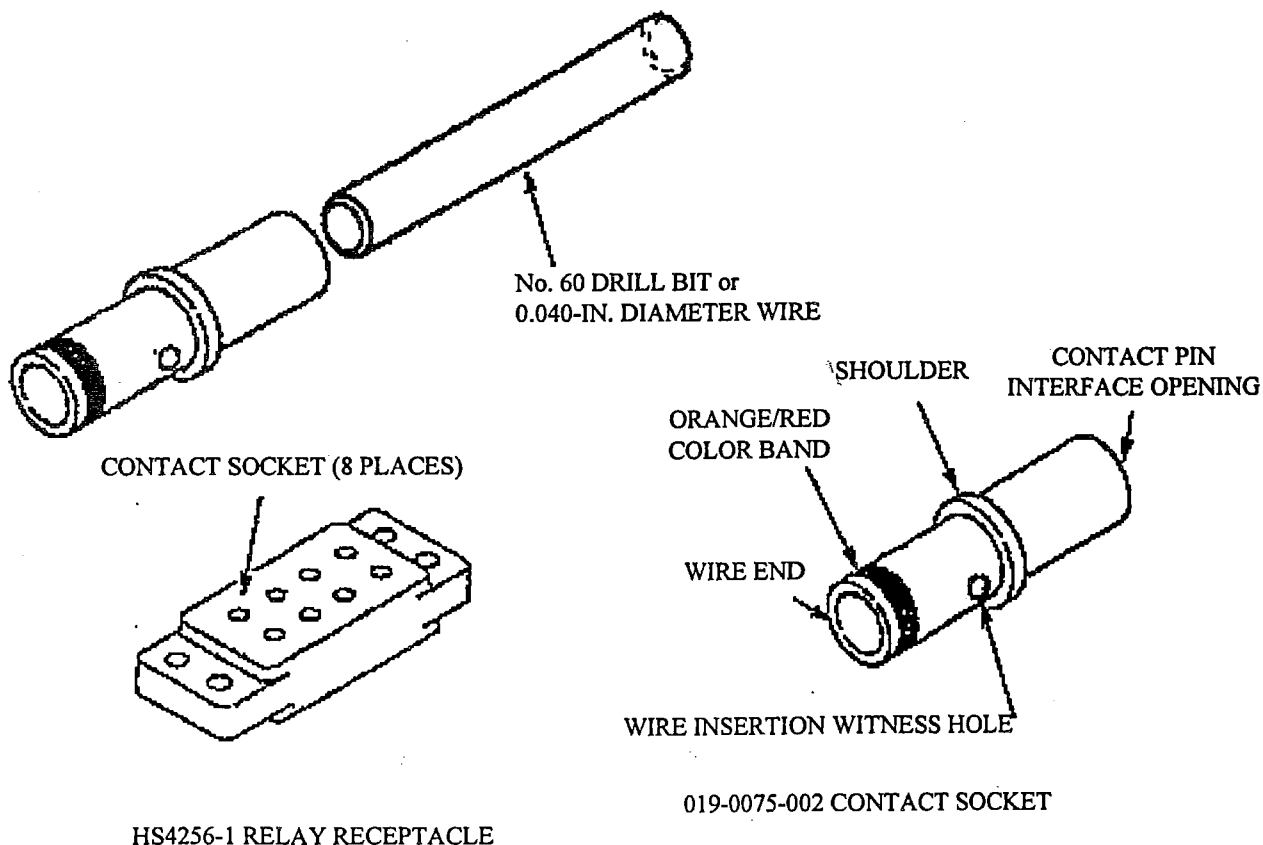


Figure 1. Contact Socket Inspection
 AD 99-08-07

2. 99-08-07

(d) Any replacement relay, P/N HS4240, must be inspected prior to further flight, in accordance with paragraph (c) of this AD.

NOTE 2: Boeing MDHS Service Bulletin, SB369E-090, SB369F-077, SB500N-017, SB600N-014, dated July 6, 1998, pertains to the subject of this AD.

(e) 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, Los Angeles Aircraft Certification Office, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Los Angeles Aircraft Certification Office.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(f) 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.

(g) This amendment becomes effective on April 21, 1999.

FOR FURTHER INFORMATION CONTACT: Bruce Conze, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood, California 90712, telephone: (562) 627-5261, fax (562) 627-5210.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

MCDONNELL DOUGLAS
HELICOPTER- 63

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

99-057 KONTROLL AV HALEROTORENS ”FORK ASSEMBLY”

Påbudet gjelder:

McDonnell Douglas Helicopter modell 369D og 369E.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 99-13-09.

Tid for utførelse:

Til de tider og intervaller som beskrevet i vedlagte kopi av FAA AD 99-13-09, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 99-13-09.

Gyldighetsdato:

1999-07-01.



PRIORITY LETTER AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
**Federal Aviation
Administration**

DATE: June 16, 1999
99-13-09

This Priority Letter Airworthiness Directive (AD) is prompted by reports from the manufacturer of the discovery of a discrepant part. During the manufacturing process, an unknown number of certain four-bladed tail rotor fork (fork) assemblies were incorrectly machined in critical areas after the shot-peening process. The two ridges on each of the arms of the fork assemblies were incorrectly machined off. This condition, if not corrected, could result in failure of certain fork assemblies, which could cause loss of a tail rotor blade and subsequent loss of control of the helicopter.

The FAA has reviewed MDHI Service Bulletin SB369D-198, SB369E-092, dated May 10, 1999 (SB), which describes procedures for inspecting and replacing each fork assembly, P/N 369D21701-21, with an airworthy fork assembly.

Since an unsafe condition has been identified that is likely to exist or develop on other MDHI Model 369D and E helicopters of the same type design, this AD requires, prior to further flight, inspecting and replacing, if necessary, the fork assembly, P/N 369D21701-21, with an airworthy fork assembly. This AD also requires a repetitive inspection of P/N 369D21701-21 without ridges, at intervals not to exceed 50 hours TIS and removing and replacing, if necessary, each unairworthy fork assembly with an airworthy fork assembly, before further flight. The actions are required to be accomplished in the area defined in Figure 1 of this AD.

This rule is issued under 49 U.S.C. Section 44701 pursuant to the authority delegated to me by the Administrator, and is effective immediately upon receipt of this priority letter.

99-13-09 MD HELICOPTERS, INC.: Priority Letter issued on June 16, 1999. Docket No. 99-SW-40-AD.

Applicability: Model 369D and E helicopters, with four-bladed tail rotor fork (fork) assemblies, part numbers (P/N) 369D21701-21, 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 otherwise 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 request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the fork assembly, P/N 369D21701-21, which can result in loss of a tail rotor blade and subsequent loss of control of the helicopter, accomplish the following:

(a) Before further flight, inspect each fork assembly, P/N 369D21701-21, for the presence of ridges on the arms. See Figure 1, sheets 1 and 2.

NOTE 2: MD Helicopters, Inc., Service Bulletin SB369D-198, SB369E-092, dated May 10, 1999, pertains to the subject of this AD.

(1) If ridges are found, no further action is required by this AD.

(2) If no ridges are found, chemically remove paint from the machined areas, inspect the fork assembly for a crack using the dye-penetrant procedure of MIL-STD-6866 or ASTM-E1417, and conduct a visual inspection using a 10X or higher magnifying glass. (See Figure 1, sheets 1 and 2.) Replace a cracked fork assembly with an airworthy fork assembly. A fork assembly without ridges, P/N 369D21701-21, may not be installed.

NOTE 3: The fork assembly is titanium, which requires dwell times for the dye penetrant inspection that are appropriate for titanium.

(b) Thereafter, at intervals not to exceed 50 hours time-in-service (TIS), visually inspect each fork assembly without ridges, P/N 369D21701-21, for a crack using a 10X or higher magnifying glass. (See Figure 1, sheets 1 and 2.) If a crack is found, replace the cracked fork assembly with an airworthy fork assembly. A fork assembly without ridges, P/N 369D21701-21, may not be installed.

(c) Replacing an unairworthy fork assembly with an airworthy fork assembly other than P/N 369D21701-21 without ridges constitutes terminating action for this AD

(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, Los Angeles Aircraft Certification Office, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Los Angeles Aircraft Certification Office.

NOTE 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(e) Special flight permits will not be issued.

(f) Priority Letter AD 99-13-09, issued June 16, 1999, becomes effective upon receipt.

FOR FURTHER INFORMATION CONTACT: John L. Cecil, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, Airframe Branch, 3960 Paramount Blvd., Lakewood, California 90712, telephone (562) 627-5228, fax (562) 627-5210.

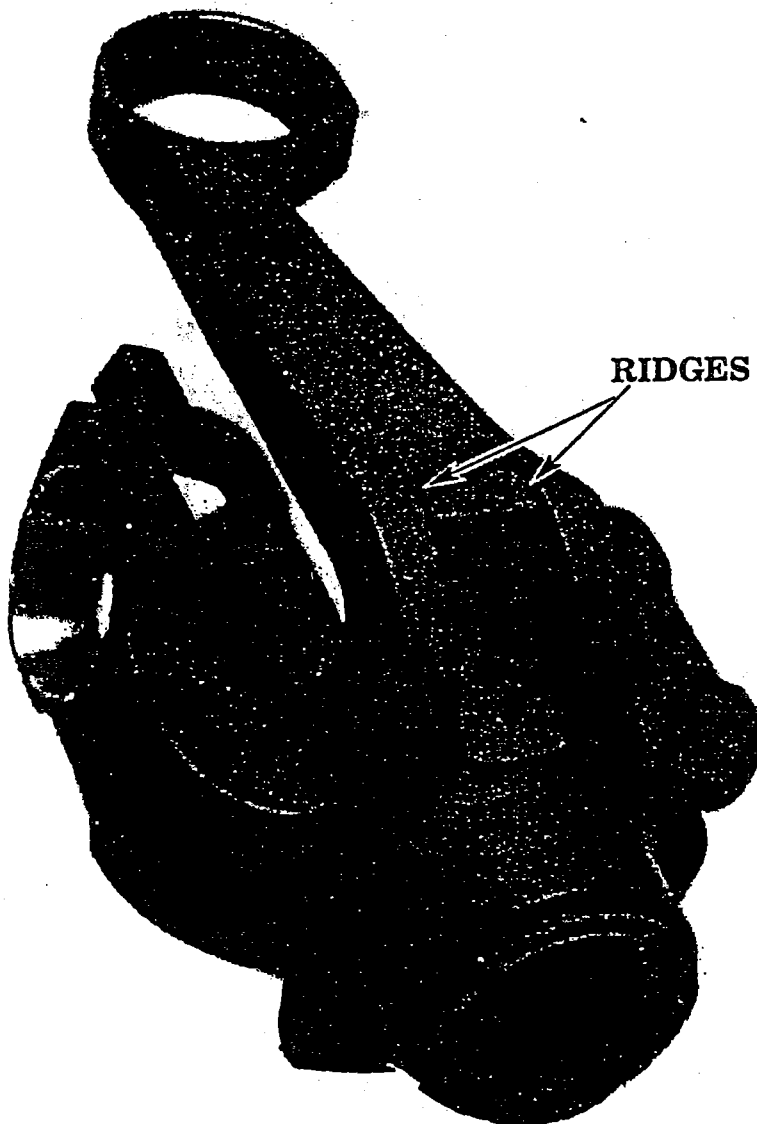


Figure 1. Fork Assembly with ridges (Sheet 1 of 2).

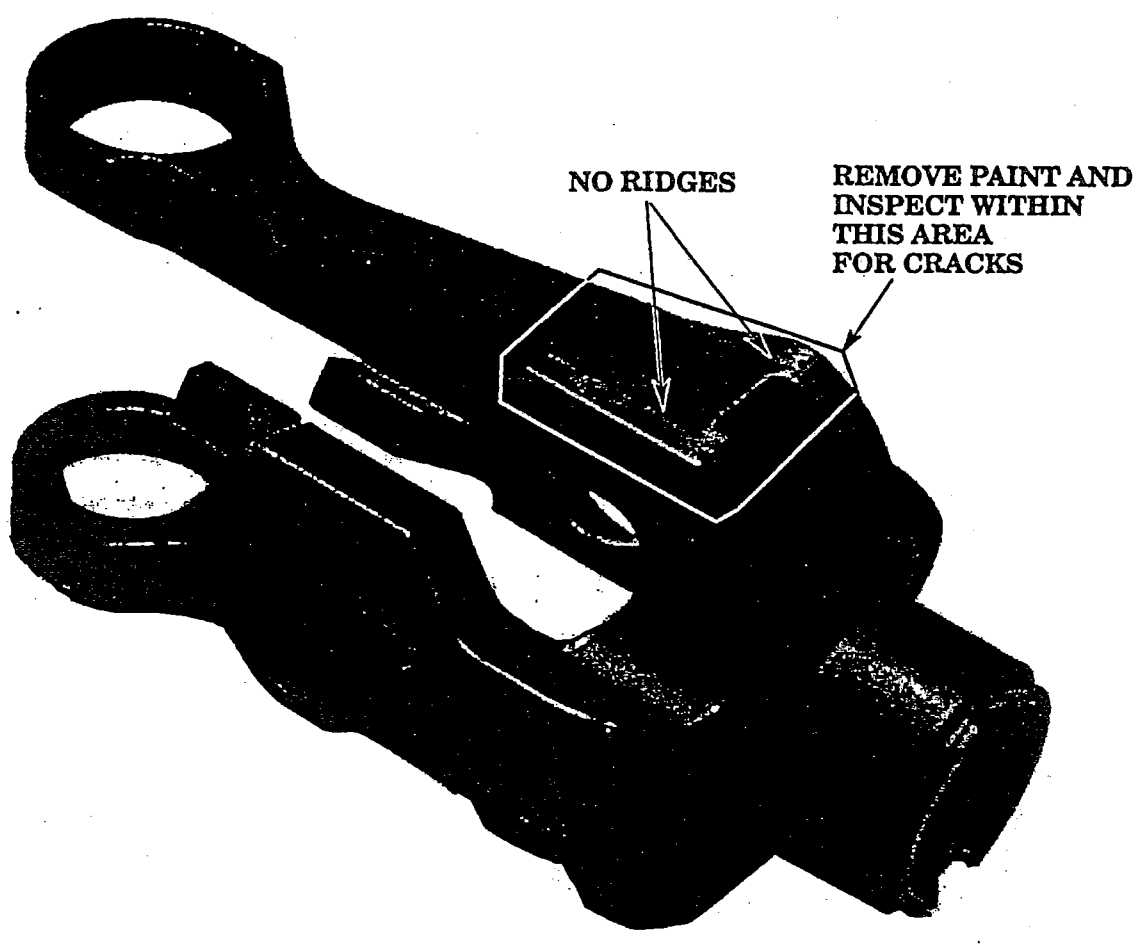


Figure 1. Fork Assembly without ridges (Sheet 2 of 2).

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

MCDONNELL DOUGLAS
HELICOPTER- 64

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

99-086 KONTROLL AV HALEROTORENS "FORK ASSEMBLY"

Påbudet gjelder:

McDonnell Douglas Helicopter modell 369D, 369E, 369FF, 500N og 600N som beskrevet i kopi av vedlagte FAA AD 99-20-12.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 99-20-12.

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av FAA AD 99-20-12, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 99-20-12.

Gyldighetsdato:

1999-11-15.

AIRWORTHINESS DIRECTIVE



REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
**Federal Aviation
Administration**

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference 14 CFR part 39, subpart 39.3).

AD 99-20-12 MD HELICOPTERS, INC. (MDHI): Amendment 39-11342. Docket No. 98-SW-80-AD. Issued September 22, 1999.

Applicability: Model 369D, 369E, 369FF, 500N, and 600N helicopters, with oil cooler blower bracket (bracket), part number (P/N) 369F5190-1, 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 otherwise 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 request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required within 100 hours time-in-service, unless accomplished previously.

To prevent failure of a bracket, loss of cooling of engine oil and transmission oil, and a subsequent forced landing, accomplish the following:

- (a) Remove the bracket, P/N 369F5190-1, and replace it with an airworthy bracket, P/N 369F5194-1.
- (b) 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, Los Angeles Aircraft Certification Office. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Los Angeles Aircraft Certification Office.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(c) 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.

(d) This amendment becomes effective on November 4, 1999.

FOR FURTHER INFORMATION CONTACT:

Bruce Conze, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood, California 90712, telephone (562) 627-5261, fax (562) 627-5210.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

MCDONNELL DOUGLAS
HELICOPTER- 65

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets
bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

2000-001 KONTROLL AV "THRUSTER CONTROL CABLES"

Påbudet gjelder:

Alle McDonnell Douglas Helicopter modell 500N som beskrevet i kopi av vedlagte FAA
AD 99-25-08.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 99-25-08.

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av FAA AD 99-25-08, med virkning fra
denne LDP's gyldighetsdato.

Referanse:

FAA AD 99-25-08.

Gyldighetsdato:

2000-01-01.

EMERGENCY PRIORITY LETTER AIRWORTHINESS DIRECTIVE



REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
**Federal Aviation
Administration**

DATE: November 26, 1999
99-25-08

This Emergency Priority Letter Airworthiness Directive (AD) is prompted by the discovery of stress corrosion cracks in the forward and center thruster control cable conduit cap (cap) at the telescopic swivel end and the relieved area on a MD Helicopters Inc. (MDHI) Model 500N helicopter. The forward thruster control cable in conjunction with the center thruster control cable simultaneously control the NOTAR directional control thruster and the left vertical stabilizer. This condition, if not corrected, could result in failure of the cap causing a fixed thruster condition and subsequent loss of normal anti-torque directional control of the helicopter.

The FAA has reviewed MDHI Service Bulletin (SB) SB500N-021 SB600N-028, dated November 19, 1999, and SB500N-020R1 SB600N-027R1, dated November 24, 1999, which describe procedures for inspecting the cap telescopic swivel end and the cap relieved area for corrosion or a crack, and repairing or replacing the forward and center thruster control cables as specified.

Since an unsafe condition has been identified that is likely to exist or develop on other MDHI Model 500N and 600N helicopters which use the same forward thruster cable, this AD requires, within the next 5 hours time-in-service (TIS) or before further flight after December 31, 1999, inspecting the cap at the telescopic swivel end of the forward and center thruster cables, part number (P/N) 500N7201-5, -7, -37, -45, or -51, for corrosion or a crack in accordance with SB500N-021 SB600N-028, dated November 19, 1999. This AD also requires, within the next 100 hours TIS or before further flight after February 19, 2000, inspecting the cap at the relieved area of the forward and center thruster cables, part number (P/N) 500N7201-5, -7, -37, -45, or -51, for corrosion or a crack per SB500N-020R1 SB600N-027R1, dated November 24, 1999. If an unacceptable crack is found, replacement of the unairworthy thruster cable with an airworthy thruster cable is required. The actions are required to be accomplished in accordance with the SB's described previously.

This rule is issued under 49 U.S.C. Section 44701 pursuant to the authority delegated to me by the Administrator, and is effective immediately upon receipt of this emergency priority letter.

99-25-08 MD HELICOPTERS INC.: Docket No. 99-SW-71-AD. Issued November 26, 1999.

Applicability: Model 500N helicopters, serial numbers (S/N) 001 through 099 with a prefix of "LN", and Model 600N helicopters, S/N 003 through 074 with a prefix of "RN", certificated in any category.

NOTE 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise 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 request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the thruster control cable conduit cap (cap) at the telescopic swivel end or relieved area and subsequent loss of normal anti-torque directional control of the helicopter, accomplish the following:

(a) Within 5 hours time-in-service (TIS) or before further flight after December 31, 1999, whichever occurs first, inspect the forward and center thruster control cables, part number (P/N) 500N7201-5, -7, -37, -45, or -51, installed in affected helicopters, for a crack, corrosion, or damage in the cap at the telescopic swivel end in accordance with the following paragraphs of the Accomplishment Instructions, Section 2, of MD Helicopters Inc. (MDHI) Service Bulletin SB500N-021 SB600N-028, dated November 19, 1999 (SB 021/028).

EMERGENCY AIRWORTHINESS DIRECTIVE

(1) Inspect the forward thruster control cables in accordance with paragraphs A.(1) through (5) of SB 021/028. Install safety wire in accordance with paragraph A.(7) of SB 021/028.

(2) Inspect the center thruster control cable in accordance with paragraphs B.(1) through (4) and (6) of SB 021/028.

(3) If an unacceptable crack or ball separation from the cap is found, remove and replace the unairworthy forward or center thruster control cable with an airworthy cable prior to further flight.

(b) Within 100 hours TIS or before further flight after February 19, 2000, whichever occurs first, inspect the forward and center thruster control cables, P/N 500N7201-5, -7, -37, -45, or -51 installed in affected helicopters in the cap relieved area for a crack, corrosion, or damage in accordance with the Accomplishment Instructions, Section 2, of MDHI SB SB500N-020R1 SB600N-027R1, dated November 24, 1999 (SB 020/027).

(1) Inspect the forward thruster control cable for a crack or corrosion in accordance with paragraphs B.(1) through (5) and (7) of SB 020/027.

(2) Inspect the center thruster control cable for a crack or corrosion in accordance with paragraphs C.(1) through (4), (6), and (for Model 600N only) (7) of SB 020/027.

(3) If an unacceptable crack is found, remove and replace the unairworthy forward or center thruster control cable with an airworthy cable prior to further flight.

(c) Repeat the inspections of paragraphs (a) and (b) of this AD at intervals not to exceed 100 hours TIS or 3 calendar months, whichever occurs first.

(d) On or before December 1, 2000, replace the forward and center thruster control cables, part number (P/N) 500N7201-5, -7, -37, and -45, and -51, with P/N 500N7201-55 and -57 on the MDHI Model 500N or P/N 500N7201-55 and -59 on the MDHI Model 600N. Accomplishment of the requirements of this paragraph is terminating action for the requirements of this AD.

(e) 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, Los Angeles Aircraft Certification Office, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Los Angeles Aircraft Certification Office.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(f) Special flight permits will not be issued.

(g) Copies of the applicable service information may be obtained from MD Helicopters, Inc., Attn: Customer Support Division, 5000 E. McDowell Rd., Mail Stop M615-GO48, Mesa, Arizona 85215-9797, telephone 1-800-388-3378 or 480-891-6342, datafax 480-891-6782. This information may be examined at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas.

(h) Emergency Priority Letter AD 99-25-08, issued November 26, 1999, becomes effective upon receipt.

FOR FURTHER INFORMATION CONTACT: Fredrick A. Guerin, Aerospace Engineer, Airframe Branch, FAA, Los Angeles Aircraft Certification Office, Airframe Branch, 3960 Paramount Blvd., Lakewood, California 90712, telephone (562) 627-5232, fax (562) 627-5210.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

MCDONNELL DOUGLAS
HELICOPTER- 66

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2000-042 KONTROLL AV "TURBINE OUTLET TEMPERATURE INDICATION SYSTEM"

Påbudet gjelder:

Alle MD Helicopter Inc. modeller som beskrevet i kopi av vedlagte FAA AD 2000-08-22.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 2000-08-22.

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av FAA AD 2000-08-22, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 2000-08-22.

Gyldighetsdato:

2000-06-05.

AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460



U.S. Department
of Transportation
**Federal Aviation
Administration**

AD's are posted on the internet at <http://av-info.faa.gov>

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference 14 CFR part 39, subpart 39.3).

2000-08-22 MD HELICOPTERS INC.: Amendment 39-11708, Docket No. 2000-SW-02-AD.

Applicability: Model 369D, 369E, and 500N helicopters, with analog/digital turbine outlet temperature (TOT) indicator, part number (P/N) 369D24513-1, installed; and Model 600N helicopters, with analog/digital TOT indicator, P/N 9A3420, 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 otherwise 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 request approval for an alternative method of compliance in accordance with paragraph (f) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent an erroneous TOT indication, damage to critical engine components, loss of engine power, and a subsequent forced landing, accomplish the following:

(a) For Model 369E, 369D, and 500N helicopters: Within the next 50 hours time-in-service (TIS) or on or before June 15, 2000, whichever occurs first; test the TOT indicating system to verify correct calibration in accordance with the Accomplishment Instructions, Part I, of MD Helicopters, Inc. (MDHI) Service Bulletin SB369D-199, SB369E-093, SB500N-019, dated January 11, 2000 (SB). Thereafter, repeat the test at intervals not to exceed 300 hours TIS.

(b) If during any test required by paragraph (a) of this AD the TOT indicator readings for the tester setting temperatures in Table 1, Part I, of the SB are not within the indicator reading range, before further flight, perform the actions in the Accomplishment Instructions, Part I, paragraph (6)(b) of the SB.

(c) For Model 600N helicopters: Within the next 50 hours TIS or on or before June 15, 2000, whichever occurs first; test the TOT indicating system, including the electronic control unit (ECU) TOT sensing system, to verify correct calibration in accordance with the Accomplishment Instructions, Part I, of MDHI SB600N-026, dated January 11, 2000 (SB 600N). Thereafter, repeat the test at intervals not to exceed 300 hours TIS.

(d) If during any calibration test required by paragraph (c) of this AD the TOT indicator readings for the tester setting temperatures in Table 1, Part I, of SB 600N, are not within the indicator reading range, before further flight, perform the actions in the Accomplishment Instructions, Part I, paragraph (7)(b) of SB 600N.

(e) If during any test required by paragraph (c) of this AD the Full Authority Digital Electronic Control (FADEC) maintenance lap-top terminal does not indicate ECU TOT within ± 5 degrees Celsius of the tester setting in Table 1, Part I, of SB 600N, before further flight, perform the actions in the Accomplishment Instructions, Part III, of the SB 600N.

(f) 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, Los Angeles Aircraft Certification Office. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Los Angeles Aircraft Certification Office.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles Aircraft Certification Office.

2000-08-22

(g) 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.

(h) The tests shall be done in accordance with MD Helicopters Inc. Service Bulletin SB369D-199, SB369E-093, SB500N-019 for Model 369D, 369E, and 500N helicopters and Service Bulletin SB600N-026 for Model 600N helicopters, both dated January 11, 2000. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from MD Helicopters Inc., Attn: Customer Support Division, 4555 E. McDowell Rd., Mail Stop M615-GO48, Mesa, Arizona 85215-9797, telephone 1-800-388-3378 or 480-346-6387; datafax 480 346-6813. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) This amendment becomes effective on May 22, 2000.

FOR FURTHER INFORMATION CONTACT:

Elizabeth Bumann, Aviation Safety Engineer, FAA, Los Angeles Aircraft Certification Office, 960 Paramount Blvd., Lakewood, California 90712-4137, telephone (562) 627-5265; fax (562) 627-5210.

Issued in Fort Worth, Texas, on April 18, 2000.

Mark R. Schilling, Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

BLANK

Luftfartstilsynet
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e-post: postmottak@caa.dep.no

LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

MCDONNELL DOUGLAS
HELICOPTER-67

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2000-076 KONTROLL AV HOVEDROTORBLAD

Påbudet gjelder:

Alle MD Helicopter Inc. modeller som beskrevet i kopi av vedlagte FAA AD 2000-25-52.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 2000-25-52.

Anm.: Denne LDP kansellerer AD 2000-24-51.

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av FAA AD 2000-25-52, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 2000-25-52.

Gyldighetsdato:

2000-12-15.

EMERGENCY AIRWORTHINESS DIRECTIVE



Aircraft Certification Service
Washington, DC

U.S. Department
of Transportation
**Federal Aviation
Administration**

We post ADs on the internet at "av-info.faa.gov"

**DATE: December 5, 2000
2000-25-52**

Send to all U.S. owners and operators of MD Helicopters, Inc. Model 369A, H, HE, HM, HS, D, E, FF, and 500N helicopters.

This superseding Emergency Airworthiness Directive (AD) is being issued to correct an error in the applicability section of Emergency AD 2000-24-51 that was issued on November 21, 2000. That Emergency AD was prompted by a main rotor blade (blade) failure due to fatigue cracking that originated at corrosion pits on the spar bonded surfaces, resulting in an accident that destroyed a Hughes Model 369D helicopter. That condition, if not detected, could result in failure of a blade and subsequent loss of control of the helicopter.

Since the issuance of Emergency AD 2000-24-51, the FAA discovered an error in the applicability section. The part numbers are not listed correctly with the appropriate serial numbers and, as a result, the FAA has received requests from operators to clarify which blade part numbers are affected since the emergency AD deviates from the applicable service bulletin. The intent of Emergency AD 2000-24-51 was not to deviate from the part numbers and serial numbers listed in the service bulletin. To assure affected blades are correctly identified, the FAA is superseding Emergency AD 2000-24-51 to correct the applicability. The requirements for accomplishing the intent of the emergency AD remain the same.

The FAA has reviewed Helicopter Technology Company, LLC, Mandatory Service Bulletin No. 2100-2R2, dated November 14, 2000 (SB), which describes procedures for performing a one-time inspection of each blade for skin-to-spar bonding voids before further flight.

We have identified an unsafe condition that is likely to exist or develop on other MD Helicopters, Inc. Model 369A, H, HE, HM, HS, D, E, FF, and 500N helicopters of these same type designs. Therefore, this AD requires, before further flight, performing a tap inspection on both the upper and lower surfaces of each blade. If any voids are detected that exceed specified inspection requirements, this AD requires replacing the unairworthy blade with an airworthy blade before further flight. The actions are required to be accomplished in accordance with the SB described previously.

This rule is issued under 49 U.S.C. Section 44701 pursuant to the authority delegated to me by the Administrator, and is effective immediately upon receipt of this emergency AD.

2000-25-52 MD HELICOPTERS, INC.: Docket No. 2000-SW-63-AD. Supersedes Emergency AD 2000-24-51, Docket No. 2000-SW-62-AD.

Applicability: Model 369A, H, HE, HM, HS, D, E, FF, and 500N helicopters, with main rotor blade (blade), part number (P/N) 500P2100-BSC (serial number (S/N) with a prefix of "K" and 101 through 562); P/N 500P2100-101 or P/N 500P2100-301 (S/N with a prefix of "A" and 001 through 999 or S/N with a prefix of "B" and 001 through 529), or blade, P/N 500P2300-501 (S/N with a prefix of "T" and 101 through 107), manufactured by Helicopter Technology Company, LLC, 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 otherwise 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 request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required before further flight, unless accomplished previously.

To detect a void in the bonding that could result in a crack due to corrosion pits on the blade spar bonded surfaces, failure of a blade, and subsequent loss of control of the helicopter, accomplish the following:

(a) Perform a tap inspection on both the upper and lower surfaces of each blade in accordance with the "INSPECTION" paragraph of Helicopter Technology Company, LLC, Mandatory Service Bulletin Notice No. 2100-2R2, dated November 14, 2000 (SB). If any voids on a blade are detected that exceed specified inspection requirements of the SB, replace the unairworthy blade with an airworthy blade before further flight.

(b) 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, FAA. 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.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Rotorcraft Certification Office.

(c) Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the helicopter to a location where the requirements of this AD can be accomplished.

(d) Copies of the applicable service information may be obtained from Helicopter Technology Company, LLC, 12923 South Spring St., Los Angeles, CA 90061, telephone (310) 523-2750, fax (310) 523-2745.

(e) Emergency AD 2000-25-52, issued December 5, 2000, becomes effective upon receipt.

FOR FURTHER INFORMATION CONTACT: Marc Belhumeur, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Rotorcraft Certification Office, Fort Worth, Texas 76193-0170, telephone (817) 222-5177, fax (817) 222-5783.

Issued in Fort Worth, Texas on December 5, 2000.

Henry A. Armstrong, Manager, Rotorcraft Directorate, Aircraft Certification Service.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

MCDONNELL DOUGLAS
HELICOPTER- 68

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2002-048A HALEROTOR GIRBOKSENS FESTEBOLETT

Påbudet gjelder:

Alle MD Helicopter Inc. modeller som beskrevet i kopi av vedlagte FAA AD 2002-13-05 R1.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 2002-13-05 R1.

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av FAA AD 2002-13-05 R1.

Referanse:

FAA AD 2002-13-05 R1.

Gyldighetsdato:

2003-12-08.

AIRWORTHINESS DIRECTIVE



Aircraft Certification Service
Washington, DC

U.S. Department
of Transportation
**Federal Aviation
Administration**

We post ADs on the internet at "www.faa.gov"

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference 14 CFR part 39, subpart 39.3).

2002-13-05 R1 MD Helicopters, Inc.: Amendment 39-13022, Docket No. 2001-SW-40-AD.
Revises AD 2002-13-05, Amendment 39-12793.

Applicability: The following MD Helicopters, Inc. helicopter models, certificated in any category:

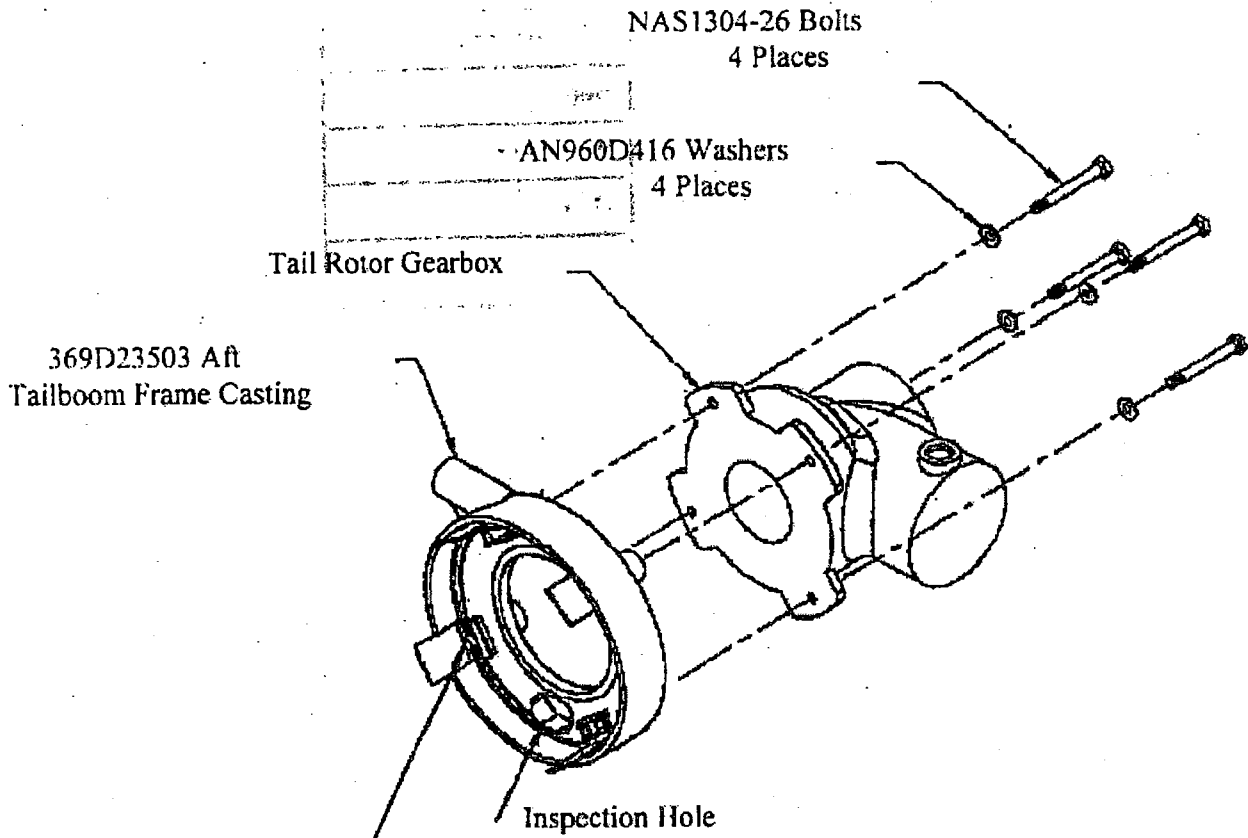
Helicopter model	With	Modified In accordance with
(1) 369D, 369E, 369F, 369FF	Tailboom, serial number (S/N) 5001-5032	Aerometals Supplemental Type Certificate (STC) SH5055NM
(2) 369D and 369E	Tail Rotor Gearbox Attach Bolts	Aerometals STC SH4801NM

Note 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise 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 request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent loss of the tail rotor gearbox due to attaching bolts of inadequate grip length and subsequent loss of control of the helicopter, accomplish the following:

- (a) Within 25 hours time-in-service (TIS):
 - (1) For each tail rotor gearbox attaching bolt (bolt):
 - (i) Determine the part number (P/N).
 - (ii) If the P/N cannot be determined or if the bolt is not P/N NAS1304-26, before further flight, replace the bolt with bolt, P/N NAS1304-26.
 - (iii) Torque the bolt to 100-110 in-lbs and apply a slippage mark.
 - (2) Remove the tailboom control rod and determine the number of bolt threads protruding from each nutplate on the internal surface of the aft tailboom frame casting, P/N 369D23503, as shown in Figure 1 of this AD. At least one thread must protrude. If more than four threads protrude, add an additional washer, P/N AN960D416, under the bolt head. Torque the bolt to 100-110 in-lbs, and reapply a slippage mark. See Figure 1:



Inspect this area of each bolt.
 Bolt must protrude at least one
 thread past end of nutplate 4 places.

Figure 1 - Inspection Location

(b) Between 2 and 10 hours TIS after accomplishing the requirements of paragraph (a) of this AD, inspect the torque on each bolt by applying 100 in-lbs. If any bolt movement occurs, retorquing the bolt to 100-110 in-lbs. Reapply a slippage mark to the bolt regardless of the outcome of the torque test. Reinspect the torque between 2 and 10 hours TIS thereafter until no bolt movement occurs.

Note 2: Aerometals Service Bulletin SB-001, dated August 3, 2000, pertains to the subject of this AD.

(c) 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, Los Angeles Aircraft Certification Office (LAACO), FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, LAACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the LAACO.

(d) Special flight permits will not be issued.

(e) This amendment becomes effective on February 25, 2003.

Issued in Fort Worth, Texas, on January 11, 2003.

David A. Downey,
Manager, Rotorcraft Directorate, Aircraft Certification Service.
[FR Doc. 03-1189 Filed 1-17-03; 8:45 am]
BILLING CODE 4910-13-U

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

MCDONNELL DOUGLAS
HELICOPTER- 69

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2003-030A HALEROTORENS "PITCH HORN"

Påbudet gjelder:

Alle MD Helicopter Inc. modeller som beskrevet i kopi av vedlagte FAA CORRECTION AD 2003-08-51.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA CORRECTION AD 2003-08-51.

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av FAA CORRECTION AD 2003-08-51.

Referanse:

FAA CORRECTION AD 2003-08-51.

Gyldighetsdato:

2003-09-23.

AIRWORTHINESS DIRECTIVE



Aircraft Certification Service
Washington, DC

U.S. Department
of Transportation
**Federal Aviation
Administration**

We post ADs on the internet at "www.faa.gov"

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive.

CORRECTION: [*Federal Register: August 11, 2003 (Volume 68, Number 154); Page 47447; www.access.gpo.gov/su_docs/aces/aces140.html*]

2003-08-51 MD Helicopters, Inc.: Amendment 39-13215. Docket No. 2003-SW-17-AD.

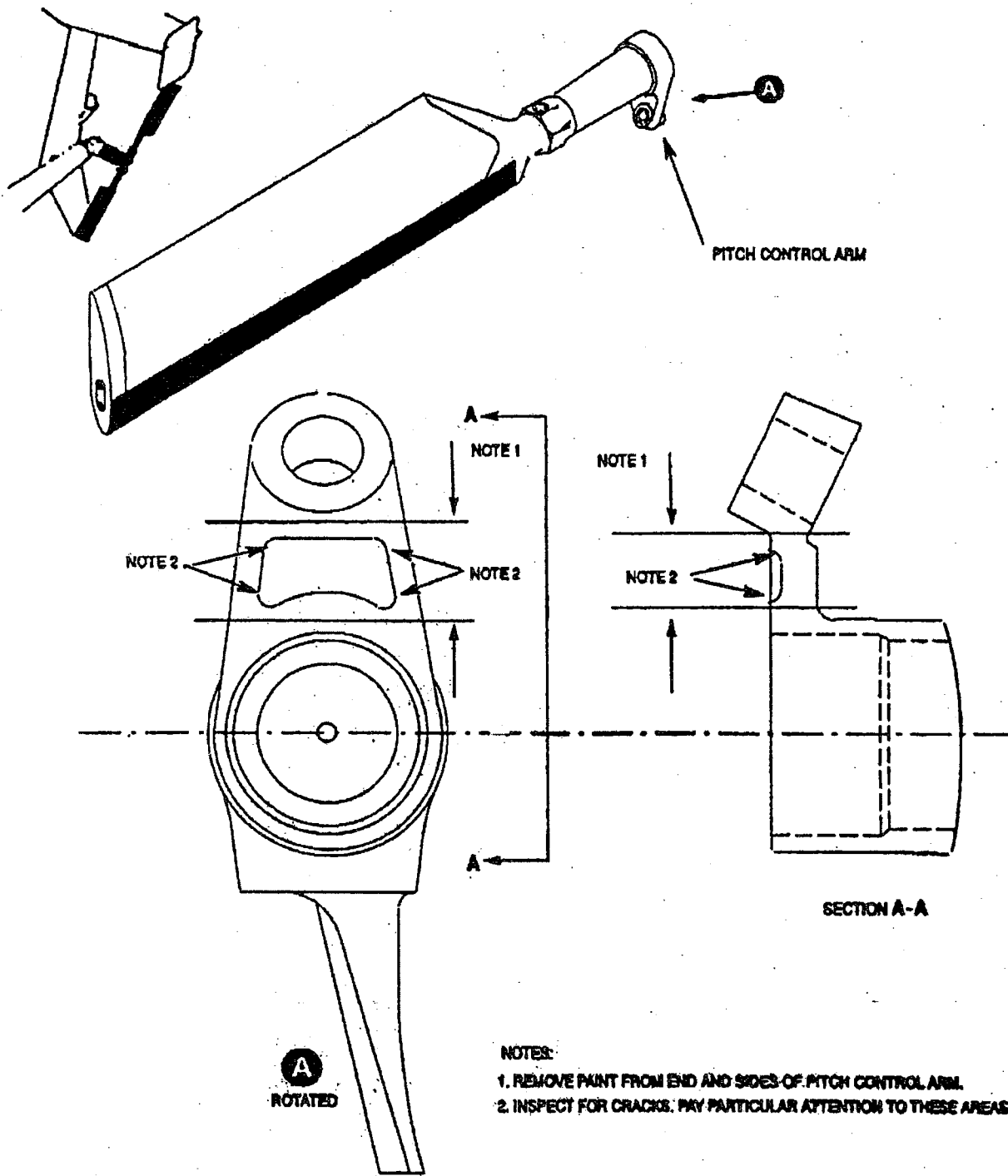
Applicability: Model 369A, D, E, H, HE, HM, HS, F, and FF helicopters, with tail rotor blades, part number (P/N) 369D21640-501, 369D21641-501, 369D21642-501, 369D21643-501, 500P3100-101, 500P3100-301, 500P3300-501, or 500P3500-701, installed, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent a tail rotor blade pitch horn (pitch horn) from separating from the tail rotor blade, leading to an unbalanced condition, vibration, loss of tail rotor pitch control, and loss of directional control of the helicopter, accomplish the following:

(a) This airworthiness directive (AD) establishes a new retirement life of 400 hours time-in-service (TIS) for the tail rotor blades listed in the Applicability section. For helicopters with an affected tail rotor blade installed that has 390 through 700 hours TIS, remove and replace the tail rotor blade with an airworthy tail rotor blade within 10 hours TIS.

(b) Before further flight, perform a one-time visual inspection of each pitch horn for a crack or corrosion in the area indicated by Note 2 in Figure 1 of this AD. Paint removal in accordance with Note 1 of Figure 1 of this AD is not required for the visual inspection.



20-815

Figure 1. Tail Rotor Blade Assembly Inspection

(c) Revise the helicopter Airworthiness Limitations section of the maintenance manual by making pen-and-ink changes to indicate the new retirement life of 400 hours TIS for the tail rotor blades, P/N 369D21640-501, 369D21641-501, 369D21642-501, 369D21643-501, 500P3100-101, 500P3100-301, 500P3300-501, and 500P3500-701.

(d) For helicopters with a tail rotor blade installed that has more than 700 hours TIS, a one-time special flight permit to fly it to a repair facility may be issued only upon completion of an eddy current surface scan of each affected pitch horn (see Figure 1 of this AD). Paint removal in accordance with Note 1 of the Figure 1 of this AD IS required for the surface scan. If a crack is found, remove the tail rotor blade and replace it with an airworthy tail rotor blade before further flight.

(e) Within 24 hours after completing the requirements of this Emergency AD, report the information requested in Appendix A for all tail rotor blades listed in the Applicability section, including the tail rotor blades that were removed as a result of this AD. Report the information to: Manager, Los Angeles Aircraft Certification Office, ATTN: Fred Guerin, 3960 Paramount Blvd., Lakewood, California 90712, telephone (562) 627-5232. Reports may also be faxed to (562) 627-5210 or emailed to fred.guerin@faa.gov.

(f) Information collection requirements contained in this AD have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 et seq.) and have been assigned OMB Control Number 2120-0056.

(g) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Los Angeles Aircraft Certification Office, Transport Airplane Directorate, FAA, for information about previously approved alternative methods of compliance.

(h) This amendment becomes effective on July 17, 2003, to all persons except those persons to whom it was made immediately effective by Emergency AD 2003-08-51, issued April 15, 2003, which contained the requirements of this amendment.

Appendix A—Tail Rotor Blade Inspection (Sample Format)

Send within 24 hours to:

Manager, Los Angeles Aircraft Certification Office, ATTN: Fred Guerin, 3960 Paramount Blvd.,
Lakewood, California 90712.

Fax: (562) 627-5210.

Email: fred.guerin@faa.gov.

Date:

Operator or Company Name:

Name of Contact Person:

Address:

Telephone:

Fax:

Aircraft Serial Number:

Aircraft Registration Number:

Estimated average flight hours per year:

T/R Blade Part Number: Serial Number: Total Time:

Crack found? (Yes/No): Corrosion Found? (Yes/No)

T/R Blade Part Number: Serial Number: Total Time:

Crack found? (Yes/No): Corrosion Found? (Yes/No)

T/R Blade Part Number: Serial Number: Total Time:

Crack found? (Yes/No): Corrosion Found? (Yes/No)

T/R Blade Part Number: Serial Number: Total Time:

Crack found? (Yes/No): Corrosion Found? (Yes/No)

Comments/Additional Information:

Issued in Fort Worth, Texas, on June 3, 2003.

Mark R. Schilling,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 03-16687 Filed 7-1-03; 8:45 am]

BILLING CODE 4910-13-P

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

MCDONNELL DOUGLAS
HELICOPTER- 70

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2004-004 KONTROLL AV HOVEDROTORBLAD

Påbudet gjelder:

Alle MD Helicopter Inc. modeller som beskrevet i kopi av vedlagte FAA AD 2003-24-01.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 2003-24-01.

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av FAA AD 2003-24-01.

Referanse:

FAA AD 2003-24-01.

Gyldighetsdato:

2004-01-30.

AIRWORTHINESS DIRECTIVE



Aircraft Certification Service
Washington, DC

U.S. Department
of Transportation
**Federal Aviation
Administration**

We post ADs on the internet at "www.faa.gov"

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference 14 CFR part 39, subpart 39.3).

2003-24-01 MD Helicopters, Inc.: Amendment 39-13370. Docket No. 2003-SW-16-AD.

Applicability: Models 369A, H, HE, HM, HS, D, or E, with a main rotor blade (blade), part number (P/N) 500P2100-BSC, 500P2100-101, or 500P2100-301, and modified with Helicopter Technology Company, LLC, Supplemental Type Certificate (STC) No. SR09172RC, SR09074RC, or SR09184RC, installed, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent fatigue cracking of the blade, blade failure, and subsequent loss of control of the helicopter, accomplish the following:

(a) Within 12 hours time-in-service (TIS) or 30 days, whichever occurs first, determine and record on the component history card or equivalent record the number of torque events (TEs) accumulated on each blade. Record a torque event (TE) for each transition to a hover or landing from forward flight with an airspeed of 30 or more knots or any external lift operation. An external lift operation is defined as the pickup and drop-off of an external load. (An external lift operation with a return flight at an airspeed of 30 or more knots back to the pick-up location would be recorded as two TEs).

(1) If you cannot determine the actual number of TEs for a blade, assume and record 13,720 TEs as the accumulated total number of TEs on that blade.

(2) Thereafter, after each day's operation or after 100 external lift operations, whichever occurs first, record on the component history card or equivalent record the number of TEs that occurred during that period for each blade.

Note 1: Helicopter Technology Company, LLC, Mandatory Service Bulletin Notice No. 2100-3R2, dated December 30, 2002, pertains to the subject of this AD.

(b) For each blade with 750 or more hours TIS and 13,720 or more TEs, before further flight and thereafter at intervals not to exceed 35 hours TIS or 200 TEs, whichever occurs first:

(1) Lift the outboard end of the blade until the blade is off the droop stop.

(2) Using a bright light and a 10x or higher magnifying glass, inspect for a crack on the first 24-inch inboard area of the bottom side of the blade. Pay particular attention to the area around the root fitting, its adjacent doubler and skin, and in line with the root fitting attach bolts. Also, pay particular attention at blade stations: 22.6, 24.1, 25.1, 25.3, 27.9, and 36.4 (these blade stations are located 4.9, 6.4, 7.4, 7.6, 10.2, and 18.7 inches outboard (parallel to the blade) from the center of the root fitting and lead lag attach bolt holes closest to the trailing edge).

(3) Using a bright light, inspect for a crack on the remaining length of the bottom side of the blade.

(4) Lower the blade back onto the droop stop.

(5) Using a bright light and a 10x or higher magnifying glass, inspect for a crack on the first 24-inch inboard area of topside of the blade. Pay particular attention to the area around the root fitting, its adjacent doubler and skin, and in line with root fitting attach bolts. Also pay particular attention at blade stations: 22.6, 24.1, 25.1, 25.3, 27.9, and 36.4 (these blade stations are located 4.9, 6.4, 7.4, 7.6, 10.2, and 18.7 inches outboard (parallel to the blade) from the center of the root fitting bushing and lead lag attach bolt hole closest to the trailing edge).

(6) Using a bright light, inspect for a crack on the remaining length of the topside of each blade.

(c) If a crack is found, replace the blade with an airworthy blade before further flight.

(d) On or before 3,530 hours TIS, replace each blade, P/N 500P2100-BSC or P/N 500P2100-101, with an airworthy blade.

(e) On or before 2,440 hours TIS, replace each blade, P/N 500P2100-301, with an airworthy blade.

(f) This AD revises the Limitations and Conditions of Helicopter Technology Company, LLC, STC Nos. SR09172RC, SR09074RC, or SR09184RC by establishing a life limit of 3,530 hours TIS for blade, P/N 500P2100-BSC and P/N 500P2100-101, and 2,440 hours TIS for blade P/N 500P2100-301.

Note 2: TEs are used only to establish an additional inspection interval and not to establish an alternative retirement life.

(g) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Rotorcraft Certification Office, Rotorcraft Directorate, FAA, for information about previously approved alternative methods of compliance.

(h) This amendment becomes effective on December 10, 2003.

Issued in Fort Worth, Texas, on November 17, 2003.

David A. Downey,
Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 03-29222 Filed 11-24-03; 8:45 am]

BILLING CODE 4910-13-P

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

MCDONNELL DOUGLAS
HELICOPTER- 71

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2006-017 KONTROLL AV HOVEDROTORBLAD

Påbudet gjelder:

Alle MD Helicopter Inc. modeller som beskrevet i kopi av vedlagte FAA AD 2005-21-02.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 2005-21-02.

Anm.: Denne LDP erstatter og opphever LDP 2004-004.

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av FAA AD 2005-21-02.

Referanse:

FAA AD 2005-21-02.

Gyldighetsdato:

2006-03-31.

AIRWORTHINESS DIRECTIVE



Aircraft Certification Service
Washington, DC

U.S. Department
of Transportation
**Federal Aviation
Administration**

We post ADs on the internet at www.faa.gov/aircraft/safety/alerts/

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference 14 CFR part 39, subpart 39.3).

2005-21-02 MD Helicopters, Inc.: Amendment 39-14340. Docket No. 2004-SW-13-AD. Supersedes AD 2003-24-01, Amendment 39-13770, Docket No. 2003-SW-16-AD.

Applicability: Models 369D, 369E, 369F, 369FF, 500N, or 600N with either an MD Helicopter, Inc. (MDHI) main rotor blade (blade) installed or modified with Helicopter Technology Company, LLC (HTC), Supplemental Type Certificate (STC) No. SR09172RC, SR09074RC, or SR01050LA with an HTC blade installed as listed in the following table, certificated in any category:

Helicopter model	MDHI blade part No. (P/N)	HTC blade P/N	HTC STC Nos.
369D	369D21100 Basic, -516, -517, -523	500P2100-BSC, -BSC-1	SR09172RC
369E	369D21120-501, -503	500P2100-101, -103	SR09074RC
369F, FF	369D21102 Basic, -503, -517, -523 369D21121-501, -503	500P2300-501, -503	SR01050LA
500N	369D21102-503, -517, -523 369D21121-501, -503	500P2300-501, -503	SR01050LA
600N	369D21102-517, -523 369D21121-501, -503	500P2300-501, -503	SR01050LA

Note 1: The terms "BSC" and "Basic" are interchangeable when identifying blades produced by MDHI and HTC.

Compliance: Required as indicated.

To detect fatigue cracking of the blade to prevent blade failure and subsequent loss of control of the helicopter, accomplish the following:

- (a) On or before the next 50 hours time-in-service (TIS), unless accomplished previously:
 - (1) Determine and record the number of torque events accumulated on each blade. A torque event (TE) is the transition to a hover from forward flight or any external lift operation. Each transition to a hover from forward flight is recorded as a TE, and any external lift operation is recorded as two TEs. Forward flight is considered to be flight at any airspeed (or direction) after attaining translational lift. If you cannot determine the number of TEs, use 13,720 TEs.
 - (2) Continue to record the number of TEs accumulated (actual usage) throughout the life of the blades along with hours TIS. On or before accumulating an additional 200 TEs or at the end of each day's operations, whichever occurs first, record and update the accumulated TEs total.

(b) For each blade that has accumulated 13,720 or more TEs and 750 or more hours TIS, before further flight, unless accomplished previously, and thereafter at intervals not to exceed 200 TEs or 35 hours TIS, whichever occurs first, perform a main rotor blade torque event inspection.

Note 2: MD Helicopters, Inc. Maintenance Manual CSP-HMI-2, Revision 36, section 62-10-00, paragraph 8, Main Rotor Blade Torque Event Inspection, pertains to the subject of this AD.

(c) If a crack is found, replace the blade with an airworthy blade before further flight.

Note 3: MDHI Maintenance Manual CSP-HMI-2, Section 20-30-00 Main Rotor Blade Painting pertains to the subject of this AD. This section of the maintenance manual recommends painting the inboard 24 inches (not to be exceeded) of the blade gloss white to aid in detecting a crack; and if this is done, painting all blades alike and rebalancing them.

Note 4: TEs are used only to establish an additional inspection interval and not to establish an alternative retirement life.

(d) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Los Angeles Aircraft Certification Office, Transport Airplane Directorate, for information about previously approved alternative methods of compliance.

Note 5: Complying with the inspection procedures in the Accomplishment Instructions, paragraphs 2.B.(2). and 2.B.(3)., of MD Helicopter Inc. Service Bulletin (SB) SB369H-245R2, SB369E-095R2, SB500N-023R2, SB369D-201R2, SB369F-079R2, SB600N-031R2, dated February 4, 2004, constitutes an approved alternative method of conducting the inspection required by paragraph (b) of this AD.

Note 6: Complying with the Inspection Instructions procedures in paragraphs 2 and 3 of HTC Mandatory SB, Notice No. 2100-3R3, dated January 5, 2004, constitutes an approved alternative method of conducting the inspection required by paragraph (b) of this AD.

(e) This amendment becomes effective on November 1, 2005.

Issued in Fort Worth, Texas, on October 7, 2005.

David A. Downey,
Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 05-20678 Filed 10-14-05; 8:45 am]

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

MCDONNELL DOUGLAS
HELICOPTER- 72

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2007-040 "INSPECTION TO PREVENT LOSS OF A TAIL ROTOR BLADE"

Påbudet gjelder:

MD Helicopters Inc., Alle helikoptermodeller som nærmere beskrevet i vedlagte kopi av FAA AD 2007-09-51.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 2007-09-51.

Anm.: Denne FAA AD 2007-09-51 er tidligere distribuert til berørte norske eiere/brukere som FAA Emergency Airworthiness Directive med samme nummer.

Tid for utførelse:

Med virkning fra 2. mai 2007 som er samme tidspunkt som for utsendelsen av FAA Emergency Airworthiness Directive 2007-09-51 som E-post.

Referanse:

FAA AD 2007-09-51.

Gyldighetsdato:

2007-10-24.



FAA
Aircraft Certification Service

AIRWORTHINESS DIRECTIVE

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www.gpoaccess.gov/fr/advanced.html

2007-09-51 MD Helicopters, Inc.: Amendment 39-15103. Docket No. FAA-2007-28449;
Directorate Identifier 2007-SW-28-AD.

Applicability

Model 369, YOH-6A, 369A, OH-6A, 369H, 369HM, 369HS, 369HE, 369D, 369E, 369F, and 369FF helicopters, with a tail rotor blade, part number (P/N) 369A1613, 369D21606, 369D21613, 369D21615, or 421-088, all dash numbers, installed, certificated in any category.

Compliance

Before further flight, unless accomplished previously.

To prevent the loss of a tail rotor blade and subsequent loss of control of the helicopter, do the following:

(a) Inspect each affected tail rotor blade for a smooth radius as follows:

(1) Remove the tail rotor blade assembly by following the Accomplishment Instructions, paragraphs 2.B.(1) through 2.B.(3), Part 2., of MD Helicopters, Inc., Service Bulletin SB369H-247, SB369D-204, SB369E-099, and SB369F-084 dated April 26, 2007 (SB).

(2) Using a bright light, inspect the bore of the tail rotor blade root fitting by following the Accomplishment Instructions, paragraphs 2.B.(4) and 2.B.(5), Part 2, and Figures 1 and 2 of the SB.

(b) Replace each blade assembly that does not have a smooth radius by following the Accomplishment Instructions, paragraphs 2.B.(6) and (7), Part 2, and Figure 2 of the SB.

(c) Identify the airworthy tail rotor blade assembly with the applicable model of helicopter by following the Identification, paragraphs 3.(1) through 3.(4) of the SB.

(d) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Los Angeles Aircraft Certification Office, FAA; Attn: John Cecil, Aviation Safety Engineer, Airframe Branch, 3960 Paramount Blvd., Lakewood, California 90712-4137, telephone (562) 627-5228, fax (562) 627-5210, for information about previously approved alternative methods of compliance.

(e) Special flight permits will not be issued.

(f) Inspecting, replacing, and identifying the tail rotor blade assembly shall be done by following the specified portions of MD Helicopters, Inc., Service Bulletin SB369H-247, SB369D-204, SB369E-099, and SB369F-084, dated April 26, 2007. The Director of the Federal Register approved this incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from MD Helicopters, Inc., Attn: Customer Support Division, 4555 E. McDowell Rd., Mail Stop M615, Mesa, Arizona 85215-9734, telephone 1-800-388-3378, fax 480-

346-6813, or on the Web at <http://www.mdhelicopters.com>. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

(g) This amendment becomes effective on July 5, 2007, to all persons except those persons to whom it was made immediately effective by Emergency AD 2007-09-51, issued April 27, 2007, which contained the requirements of this amendment.

Issued in Fort Worth, Texas, on June 5, 2007.

Mark R. Schilling,
Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.
[FR Doc. E7-11409 Filed 6-18-07; 8:45 am]

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

MCDONNELL DOUGLAS
HELICOPTER- 73

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273.

2007-041 "INSPECTION OF COMPONENTS IN LANDING GEAR"

Påbudet gjelder:

MD Helicopters Inc., Alle helikoptermodeller som nærmere beskrevet i vedlagte kopi av FAA AD 2007-12-23.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 2007-12-23.

Tid for utførelse:

Til de tider og intervaller som er beskrevet i vedlagte kopi av FAA AD 2007-12-23, hvis ikke allerede utført.

Referanse:

FAA AD 2007-12-23.

Gyldighetsdato:

2007-10-24.



2007-12-23 MD Helicopters, Inc.: Amendment 39-15101. Docket No. 2003-SW-37-AD.

Applicability

Model 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HS, 369HM, 500N, and OH-6A helicopters, with any of the components listed in the Applicability Table installed, excluding any helicopter with Aerometals strut (part number (P/N) 369XH6001-41, -42, -51, or -52) installed in accordance with Supplemental Type Certificate (STC) No. SR00981LA, certificated in any category:

Applicability Table

Component Name	Component Part Number (P/N)
Mid Aft Fairing Assembly	369H6200-61, -62, standard gear
Aft Support Assembly	369H6200-23, -24 (-23 to be reinstalled on the right-hand side and -24 to be reinstalled on the left-hand side, all configurations)
Aft Fairing Assembly	369H92113-91, -92, extended gear
Aft Filler Assembly	369H92113-131, -132, extended gear
Aft Fillet Assembly	369A6200-45, -46, standard gear
Aft Fillet Assembly	369H92113-111, -112, extended gear
Mid Fwd Fairing Assembly	369H6200-41, -42, standard gear
Fwd Fairing Assembly	369H92113-81, -82, extended gear
Fwd Support Assembly	369H6200-23, -24 (-23 becomes right-hand side and -24 becomes left-hand side)
Fwd Filler Assembly	369H92113-121, -122, extended gear
Fwd Fillet Assembly	369A6200-57, -58, standard gear
Fwd Fillet Assembly	369H92113-101, -102, extended gear

Compliance

Required as indicated.

To detect a crack that could result in the failure of a strut and subsequent loss of control of the helicopter during landing, accomplish the following:

- (a) Within 4 months, unless accomplished previously, remove all landing gear fairings (fairings) and inspect each landing gear fairing support assembly (support assembly) to determine the number and location of the rivets attaching the support assembly to the landing gear strut assembly (strut assembly).

(1) If three rivets (forward, aft and inboard) are used to attach the support assembly to the strut assembly,

(i) For each FORWARD landing gear assembly, remove the landing gear fillet assembly (fillet assembly), the three rivets, and the support assembly, and clean and dye-penetrant inspect the area in and around the 0.125 (3.18mm) diameter hole in the inboard surface of the strut assembly.

(A) If the strut assembly is cracked, replace the cracked strut assembly with an airworthy strut assembly and install the other landing gear components in accordance with steps (6) through (11) of paragraph C of the Accomplishment Instructions of MD Helicopters Service Bulletin SB369H-244, SB369E-094, SB500N-022, SB369D-200, and SB369F-078, dated April 7, 2000 (SB).

(B) If the strut assembly is not cracked, rework the landing gear assembly and install the other landing gear components in accordance with steps (5) through (11) of paragraph C of the Accomplishment Instructions of the SB.

(ii) For each AFT landing gear assembly, remove the fillet assembly, the three rivets, and the support assembly, and clean and dye-penetrant inspect the area in and around the 0.125 (3.18mm) diameter hole in the inboard surface of the strut assembly.

(A) If the strut assembly is cracked, replace the cracked strut assembly with an airworthy strut assembly and install the other landing gear components in accordance with steps (6) through (13) of paragraph B of the Accomplishment Instructions of the SB.

(B) If the strut assembly is not cracked, rework the landing gear assembly and install the other landing gear components in accordance with steps (5) through (13) of Paragraph B of the Accomplishment Instructions of the SB.

(2) If only two rivets (forward and aft) are used to attach the support assembly to the strut assembly and a third rivet hole has not been drilled in the strut, neither the inspection of the strut assembly nor the rework of those landing gear assemblies is required by this AD.

(b) At intervals not to exceed 100 hours TIS or during each annual inspection, whichever occurs first, for any strut assembly that has a third rivet hole, remove the fairing inspection button plug and clean and inspect the area in and around the rivet hole for cracks using a bright light and a 10x or higher magnifying glass.

(1) If any FORWARD strut assembly is cracked, replace the cracked strut with an airworthy strut assembly.

(2) If any AFT strut assembly is cracked, replace the cracked strut with an airworthy strut assembly.

(c) Installing a strut assembly that has only 2 rivet holes is terminating action for the requirements of this AD.

Note 1: For the Model 369D, 369E, 369F, 369FF, and 500N helicopters, the Handbook of Maintenance Instruction, Servicing and Maintenance, HMI, CSP-HMI-2, Chapter 32, Section 32-10-00, "Landing Gear Strut Inspection" pertains to the subject of this AD.

Note 2: For the Model 369A (OH-6A), 369H, 369HE, 369HS, and 369HM helicopters, the Basic Handbook of Maintenance Instructions CSP-H-2, Section 6, "Landing Gear" pertains to the subject of this AD.

(d) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Los Angeles Aircraft Certification Office, FAA, ATTN: John Cecil, Aviation Safety Engineer, FAA, Los Angeles Aircraft Certification Office, Airframe Branch, 3960 Paramount Blvd., Lakewood, California 90712-4137, telephone (562) 627-5228, fax (562) 627-5210 for information about previously approved alternative methods of compliance.

(e) The replacements and installations shall be done in accordance with the specified portions of MD Helicopters Service Bulletin SB369H-244, SB369E-094, SB500N-022, SB369D-200, and SB369F-078, dated April 7, 2000. The Director of the Federal Register approved this incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from MD Helicopters Inc., Attn: Customer Support Division, 4555 E. McDowell Rd., Mail Stop M615, Mesa, Arizona 85215-9734, telephone 1-800-388-3378, fax 480-346-6813, or on the Web at <http://www.mdhelicopters.com>. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

(f) This amendment becomes effective on July 19, 2007.

Issued in Fort Worth, Texas, on June 5, 2007.

Mark R. Schilling,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. E7-11393 Filed 6-13-07; 8:45 am]