LUFTFARTSVERKET
Hovedadministrasjonen
Luftfartsinspeksjonen
Postboks 8124 Dep., 0032 Oslo
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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE LUFTFARTØY

SCHWEIZER - 1

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.

97-091 KONTROLL AV HOVEDROTOR «TRANSMISSION RING GEAR»

Påbudet gjelder:

Schweizer Aircraft Corp. model 269A, A-1, B, C og TH-55A helikoptre, som har installert hovedrotor «transmission ring gear» P/N 269A5104-5 som beskrevet i vedlagte kopi av FAA AD 97-23-06.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 97-23-06.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 97-23-06, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 97-23-06.

Gyldighetsdato:

1997-12-01.

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).

97-23-06 SCHWEIZER AIRCRAFT CORPORATION: Amendment 39-10194. Docket No. 96-SW-05-AD.

Applicability: Model 269A, A-1, B, and C, and TH-55A helicopters, with main rotor transmission ring gear (ring gear), part number (P/N) 269A5104-5, identified by the letters EGC (Eastern Gear Corporation), ACR (ACR Industries), or the manufacturer code number 23751 (EGC) or 57152 (ACR), 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.

To prevent failure of the ring gear, loss of drive to the main rotor gearbox, and a subsequent forced landing, accomplish the following:

(a) Inspect the ring gear teeth for surface deterioration which includes pitting, excessive wearing, cracking or corrosion in accordance with Schweizer Service Bulletin B-244.2, dated February 19, 1996, as follows:

(1) Before further flight, if a clicking or tapping sound or other unusual noise or unusual vibration is detected while operating the helicopter, or if a metal particle is found on the magnetic drain plug during routine maintenance;

(2) Before installing a main rotor transmission which contains an affected ring gear on the helicopter;

(3) Within the next 50 hours time-in-service (TIS) after the effective date of this AD, or at the next annual inspection, whichever occurs first.

(b) Thereafter, inspect the ring gear teeth at intervals not to exceed 50 hours TIS in accordance with Schweizer Service Bulletin B-244.2, dated February 19, 1996.

(c) If surface deterioration which includes pitting, excessive wearing, cracking or corrosion is discovered, before further flight, remove the transmission from service and replace the ring gear with a ring gear, P/N 269A5104-7, serial number (S/N) S2100 or higher number.

(d) At the next main rotor transmission overhaul, remove and replace the ring gear, P/N 269A5104-5, identified on the face of the ring gear by the letters EGC, ACR, or the manufacturer code number 23751 (EGC) or 57152 (ACR) and replace it with a ring gear, P/N 269A5104-7, S/N S2100 or higher number.

(e) Installation of a ring gear, P/N 269A5104-7, S/N S2100 or higher number constitutes a terminating action for the requirements of this AD and must be annotated on a component log card. A new component log card must be created if a component log card is not in the applicable maintenance records.

(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, New York 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, New York 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 New York Aircraft Certification Office.

(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, provided no clicking or tapping sound or other unusual noise or unusual vibration was detected on any previous flight.

(h) The inspections shall be done in accordance with Schweizer Service Bulletin B-244.2, dated February 19, 1996. 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 Schweizer Aircraft Corporation, P.O. Box 147, Elmira, NY 14902, ATTN: Publications Dept. 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 December 10, 1997.

FOR FURTHER INFORMATION CONTACT:
Mr. Raymond Reinhardt, Aerospace Engineer, New York Aircraft Certification Office, FAA, 10 Fifth Street, 3rd Floor, Valley Stream, New York 11581, telephone (516) 256-7532, fax (516) 568-2716.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE LUFTFARTØY

SCHWEIZER - 2

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.

98-084 KONTROLL/UTSKIFTING AV HOVEDROTORBLAD

Påbudet gjelder:

Schweizer Aircraft Corp. model 269A, A-1, B, C, D og TH-55A helikoptre, som har installert hovedrotorblad med serienummer som beskrevet i vedlagte kopi av FAA AD 98-18-11.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 98-18-11.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 98-18-11, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 98-18-11.

Gyldighetsdato:

1998-10-01.

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).

98-18-11 SCHWEIZER AIRCRAFT CORPORATION AND HUGHES HELICOPTERS, INC.: Amendment 39-10727. Docket No. 96-SW-10-AD.

Applicability: Model 269A, 269A-1, 269B, and TH-55A helicopters with main rotor blades, part number (P/N) 269A1190-1, serial numbers (S/N) S0001 through S0012 installed; and Model 269C and 269D helicopters with main rotor blades, P/N 269A1185-1, S/N S222, S312, S313, S325 through S327, S339, S341, S343, S346, S347, S349 through S367, S369 through S377, S379 through S391, S393 through S395, S397, S399, S401 through S417, S419 through S424, S426 through S449, S451 through S507, S509 through S513, S516 through S527, S529 through S540, S542, S544 through S560, S562 through S584, S586 through S595, S597 though S611, S620 through S623, S625, S628, S633, S641 through S644, S646, S653, S658, S664, S665, and S667, 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 (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 (except for the repair of the abrasion strip) remove any helicopter from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent loss of the abrasion strip from a main rotor blade (blade) and subsequent loss of control of the helicopter, accomplish the following:

(a) Within the next 50 hours time-in-service (TIS), or within 90 calendar days after the effective date of this AD, whichever is earlier, or prior to installing an affected replacement blade, and thereafter at intervals not to exceed 50 hours TIS from the date of the last inspection or replacement installation:

(1) Visually inspect the adhesive bead around the perimeter of each abrasion strip for erosion, cracks, or blisters.

(2) Visually inspect the bond line between each abrasion strip and each blade skin for voids, separation, or lifting of the abrasion strip.

(3) Inspect each abrasion strip for debonding or hidden corrosion voids using a tap (ring) test as described in the applicable maintenance manual.

(b) If any deterioration of an abrasion strip adhesive bead is discovered, prior to further flight, restore the bead in accordance with the applicable maintenance manual.

(c) If abrasion strip debonding, separation, or a hidden corrosion void is found or suspected, prior to further flight, remove the blade with the defective abrasion strip and replace it with an airworthy blade.

(d) Repair of an affected blade's abrasion strip is considered a terminating action for the requirements of this AD. Identify the repaired blade with a white dot added adjacent to the blade S/N.

(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, New York 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, New York 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 New York 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, provided the abrasion strip has not started to separate or debond from the main rotor blade.

(g) This amendment becomes effective on October 7, 1998.

FOR FURTHER INFORMATION CONTACT: Mr. Raymond Reinhardt, Aerospace Engineer, FAA, New York Aircraft Certification Office, Airframe and Propulsion Branch, Engine and Propeller Directorate, 10 Fifth Street, 3rd Floor, Valley Stream, New York 11581-1200, telephone (516) 256-7532, fax (516) 568-2716.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE LUFTFARTØY

SCHWEIZER - 3

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.

99-015 UTSKIFTING AV HOVEDROTORENS DRIVAKSEL

Påbudet gjelder:

Schweizer Aircraft Corp. model 269D helikoptre, som beskrevet i vedlagte kopi av FAA AD 98-26-06.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 98-26-06.

Tid for utførelse:

Til de tider og intervaller som beskrevet i vedlagte kopi av FAA AD 98-26-06, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 98-26-06.

Gyldighetsdato:

1999-03-01.

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDPs nummer.

AIRWORTHINESS DIRECTIVE

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

U.S. Department
of Transportation
Federal Aviation Administration

98-26-06 SCHWEIZER AIRCRAFT CORPORATION: Amendment 39-11002. Docket No. 98-SW-13-AD.

Applicability: Model 269D helicopters with a large diameter main rotor hub (hub), part number (P/N) 269A1002-11, and main rotor drive shaft (shaft), P/N 269A5305-139, -143, -145, or -147, 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 (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.

To prevent failure of the shaft and subsequent loss of control of the helicopter, accomplish the following:

(a) Prior to 200 hours time-in-service (TIS) since the assembly of the hub and a shaft having zero hours TIS, and thereafter at intervals not to exceed 100 hours TIS,

(1) Remove the shaft from the power train system.

(2) Clean and inspect the shaft for a crack in the area of the six hub attach bolt (bolt) holes using a 10-power or higher magnifying glass and bright light.

(3) If no crack is found, inspect the shaft using a direct or indirect magnetic particle inspection method in accordance with ASTM Standard No. E1444 as follows:

(i) For direct magnetization, use an AC, DC, or AC/DC wet continuous method with fluorescent or nonfluorescent particles.

(A) Circular (Head Shot) - 1,100 amperes

Look for a longitudinal crack.

(B) Longitudinal (Coil Shot) - Because of variations in coil design, only the length-to-diameter ratio based on effective diameter and inspection region is provided.

Effective diameter - 1.279 inches

Length - 6.00 inches

L/D Ratio - 5

Look for a circumferential crack.

(C) Demagnetize and clean the inspection areas with solvent to remove residual particles.

(ii) For indirect magnetization, use an AC electromagnetic yoke (Magnaflux product No. Y-6 or equivalent). Set the spacing and the angle to suit the external diameter of the shaft.

(A) Magnetize each of the six hole areas by applying the AC electromagnetic yoke (yoke) circumferentially across the hole.

(B) During each magnetization, apply dry color contrasting particles to the inspection area and look for a circumferential crack propagating from any hole.

(C) Demagnetize and repeat the inspections with the poles of the yoke positioned longitudinally across each hole group looking for a circumferential crack.

(D) Demagnetize and clean the inspection areas with solvent to remove residual particles.

(iii) If no crack is found as a result of the magnetic particle inspection, reassemble the hub and shaft.

NOTE 2: Procedures in Model 269D Handbook of Maintenance Instructions (HMI) revised on June 12, 1998, include installing a three-piece retention fitting, applying a higher torque to each bolt, assembling with no lubricant, and applying zinc chromate primer between the hub and the shaft.

(4) If a crack is found, replace the shaft with an airworthy shaft.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE LUFTFARTØY

SCHWEIZER - 4

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.

99-080 KONTROLL AV HALEROTORENS "SWASHPLATE SHAFT NUT"

Påbudet gjelder:

Schweizer Aircraft Corp. alle 269 modeller som beskrevet i vedlagte kopi av FAA AD 99-17-10.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 99-17-10.

Tid for utførelse:

Til de tider og intervaller som beskrevet i vedlagte kopi av FAA AD 99-17-10, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 99-17-10.

Gyldighetsdato:

1999-10-01.

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 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).

99-17-10 SCHWEIZER AIRCRAFT CORPORATION: Amendment 39-11258; Docket No. 99-SW-31-AD; Issued August 4, 1999.

Applicability: Model 269A, 269A-1, 269B, 269C, 269C-1, and 269D helicopters, with a tail rotor swashplate shaft (shaft), part number (P/N) 269A6049-3, 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 shaft and subsequent loss of control of the helicopter, accomplish the following:

(a) Within the next 10 hours time-in-service (TIS) and thereafter at intervals not to exceed 10 hours TIS until the next 100-hour or annual inspection, whichever occurs first, cut the lockwire; retract the boot on the pitch control assembly; and inspect the shaft nut, P/N 269A6258, for looseness by using a firm hand pressure. If the shaft nut is loose and can be turned by hand, determine if the shaft, P/N 269A6049-3, is undersized in accordance with Part II of Schweizer Aircraft Corp. Service Bulletins B-271, DB-007, or C1B-009, all dated March 12, 1999 (SB), as applicable.

(b) At the next 100-hour or annual inspection, whichever occurs first, inspect the shaft, P/N 269A6049-3, for the proper size, in accordance with Part II of the applicable SB.

(c) Prior to further flight, replace any undersized shaft in accordance with Part II of the applicable SB.

(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, New York 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, New York 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 New York 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 inspection shall be done in accordance with Schweizer Aircraft Corp. Service Bulletins B-271, DB-007, or C1B-009, all dated March 12, 1999, as applicable. 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 Schweizer Aircraft Corporation, P.O. Box 147, Elmira, New York 14902. 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 September 2, 1999.

FOR FURTHER INFORMATION CONTACT:
George J. Duckett, Aerospace Engineer, New York Aircraft Certification Office, FAA, 10 Fifth Street, 3rd Floor, Valley Stream, New York 11581, telephone (516) 256-7525, fax (516) 568-2716.

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e-post: postmottak@caa.dep.no

LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE LUFTFARTØY

SCHWEIZER - 5

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.

2000-066 KONTROLL AV HALEROTORENS "SWASHPLATE SHAFT AND NUT"

Påbudet gjelder:

Schweizer Aircraft Corp. alle modeller som beskrevet i vedlagte kopi av FAA AD 2000-16-05.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 2000-16-05.

Anm.: Denne LDP erstatter og opphever LDP 99-080.

Tid for utførelse:

Til de tider og intervaller som beskrevet i vedlagte kopi av FAA AD 2000-16-05, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 2000-16-05.

Gyldighetsdato:

2000-10-01.

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDPs nummer.

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).

2000-16-05 SCHWEIZER AIRCRAFT CORPORATION: Amendment 39-11859. Docket No. 99-SW-57-AD. Supersedes AD 99-17-10, Amendment 39-11258, Docket No. 99-SW-31-AD.

Applicability: Model 269A, 269A-1, 269B, 269C, 269C-1, 269D and TH-55A helicopters, with a tail rotor swashplate shaft (shaft), part number (P/N) 269A6049-3, or a tail rotor pitch control assembly (pitch control), P/N 269A6050-5, with a serial number (S/N) with an "S" prefix and number 1047 through 1061, 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 (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 failure of the shaft, loss of the tail rotor, and subsequent loss of control of the helicopter, accomplish the following:

(a) Within 10 hours time-in-service (TIS);

(1) Determine whether the factory-installed shaft, part number (P/N) 269A6049-3, has been replaced with a shaft shipped from the factory between September 1 and December 1, 1998, inclusive, or if a pitch control, P/N 269A6050-5, with a S/N with an "S" prefix and numbers 1047 through 1061 is installed.

(2) If the factory ship date for a replacement shaft cannot be positively determined, if the shipping date was between September 1 and December 1, 1998, inclusive, or if the pitch control S/N has an "S" prefix and number 1047 through 1061,

(i) Before further flight and thereafter at intervals not to exceed 10 hours TIS, accomplish "Procedure, Part I," of Schweizer Service Bulletins B-271.1 for Models 269A, 269A-1, 269B, 269C and TH-55A helicopters; C1B-009.1 for the Model 269C-1, or DB-007.1 for the Model 269D, all dated October 14, 1999 (SB), as applicable.

(ii) At the next scheduled 100-hour or annual inspection, whichever occurs first, accomplish Part II, paragraphs a. through d., of the applicable SB. Shafts not meeting the requirements of paragraph d. of the applicable SB must be replaced with an airworthy shaft prior to further flight.

(b) Before installing a replacement shaft, determine the date the shaft was shipped from the factory. If the date was between September 1 and December 1, 1998, inclusive, or cannot be determined, accomplish the inspections required by Part II, paragraph d., of the applicable SB prior to installation. Replace any unairworthy shaft with an airworthy shaft.

(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, New York 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, New York 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 New York 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 inspections and modifications shall be done in accordance with "Procedure, Parts I and II," paragraphs a. through d., of Schweizer Service Bulletins B-271.1, C1B-009.1, or DB-007.1, all dated October 14, 1999, as applicable. 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 Schweizer Aircraft Corporation, P.O. Box 147, Elmira, New York 14902. 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.

(f) This amendment becomes effective on September 19, 2000.

FOR FURTHER INFORMATION CONTACT: George Duckett, Aviation Safety Engineer, FAA, New York Aircraft Certification Office, Airframe and Propulsion Branch, 10 Fifth Street, 3rd Floor, Valley Stream, New York 11581, telephone (516) 256-7525, fax (516) 568-2716.

Issued in Fort Worth, Texas, on August 2, 2000.
Henry A. Armstrong, Manager, Rotorcraft Directorate, Aircraft Certification Service.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE LUFTFARTØY

SCHWEIZER - 6

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.

2002-004 KONTROLL AV FESTE FOR HALEBOM

Påbudet gjelder:

Schweizer Aircraft Corp. alle modeller som beskrevet i vedlagte kopi av FAA Emergency AD 2001-25-52.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA Emergency AD 2001-25-52.

Anm.: Denne LDP erstatter og opphever LDP 6/73.

Tid for utførelse:

Til de tider og intervaller som beskrevet i vedlagte kopi av FAA Emergency AD 2001-25-52, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA Emergency AD 2001-25-52.

Gyldighetsdato:

2002-01-04.

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 14, 2001
2001-25-52

Send to all U.S. owners and operators of Schweizer Aircraft Corporation Model 269A, 269A-1, 269B, 269C, and TH-55A helicopters.

This superseding Emergency Airworthiness Directive (AD) is prompted by an accident in the United Kingdom involving the in-flight structural failure of a Schweizer Model 269C helicopter. An accident investigation revealed that the tailboom support strut (strut) clevis lugs of a tailboom center frame aft cluster fitting (cluster fitting) failed, allowing the tailboom to rotate upward and strike the main rotor blades. Failure of a strut clevis lug (lug), if not prevented, could result in the tailboom rotating into the main rotor blades and subsequent loss of control of the helicopter.

The FAA issued AD 76-18-01 (41 FR 37093, September 2, 1976) on August 23, 1976, which amended AD No. 73-3-1 (38 FR 2331). AD 76-18-01 required visually inspecting the aluminum end fittings of each strut for deformation or damage and dye-penetrant inspecting for a crack and, if deformation, damage or a crack is found, modifying or replacing the parts and, within a specified time-in-service (TIS), modifying or replacing the parts. Also, that AD required inspecting the tailboom center attach fittings and center frame aft cluster fittings for damage, and if damaged parts are found, replacing the damaged parts.

The Air Accidents Investigation Branch of the United Kingdom investigated the accident and recommended that the FAA issue an AD requiring certain inspections of the clevis lugs and replacing certain cluster fittings. The FAA determined that the unsafe condition was due to cracking of the cluster fitting. Therefore, this AD supersedes AD 76-18-01 and retains the inspection, modification and replacement requirements of the strut but adds a requirement to dye-penetrant inspect the lugs on both cluster fittings within 10 hours time-in-service (TIS) and at specified intervals, and, before further flight, replace any cracked cluster fitting.

Since we have identified an unsafe condition that is likely to exist or develop on other helicopters of the same type design, this AD requires the following:

- Initially and at specified intervals, inspect the lugs on both cluster fittings, certain strut assemblies, certain tail boom attachments and center frame aft cluster fittings. If damage or a crack is found, before further flight replace each damaged or cracked part with an airworthy part.
- Modify or replace each strut assembly within the specified TIS or one year, whichever occurs first.
- Serialize certain strut assemblies.

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.

2001-25-52 SCHWEIZER AIRCRAFT CORPORATION: Docket No. 2001-SW-58-AD. Supersedes 76-18-01, Amendment No. 39-2707, Docket No. 72-WE-23-AD.

Applicability: Model 269A, 269A-1, 269B, 269C, and TH-55A helicopters, with tailboom support strut (strut) assemblies, part number (P/N) 269A2015 or P/N 269A2015-5; tailboom center attach fitting, P/N 269A2324; or with a center frame aft cluster fitting, P/N 269A2234 or 269A2235, 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 a strut clevis lug (lug) on a center frame aft cluster fitting (cluster fitting), rotation of a tailboom into the main rotor blades, and subsequent loss of control of the helicopter, accomplish the following:

(a) Within 10 hours time-in-service (TIS), and thereafter at intervals not to exceed 50 hours TIS, for helicopters with cluster fittings, P/N 269A2234 or 269A2235:

(1) Using paint remover, remove paint from the lugs on each aft cluster fitting. Wash with water and dry.

(2) Dye-penetrant inspect the lugs on each aft cluster fitting. See Figure 1.

(3) If a crack is found, before further flight, replace the cracked cluster fitting with an airworthy cluster fitting. Cluster fittings, P/N 269A2234 and 269A2235, are not eligible to replace a cracked cluster fitting.

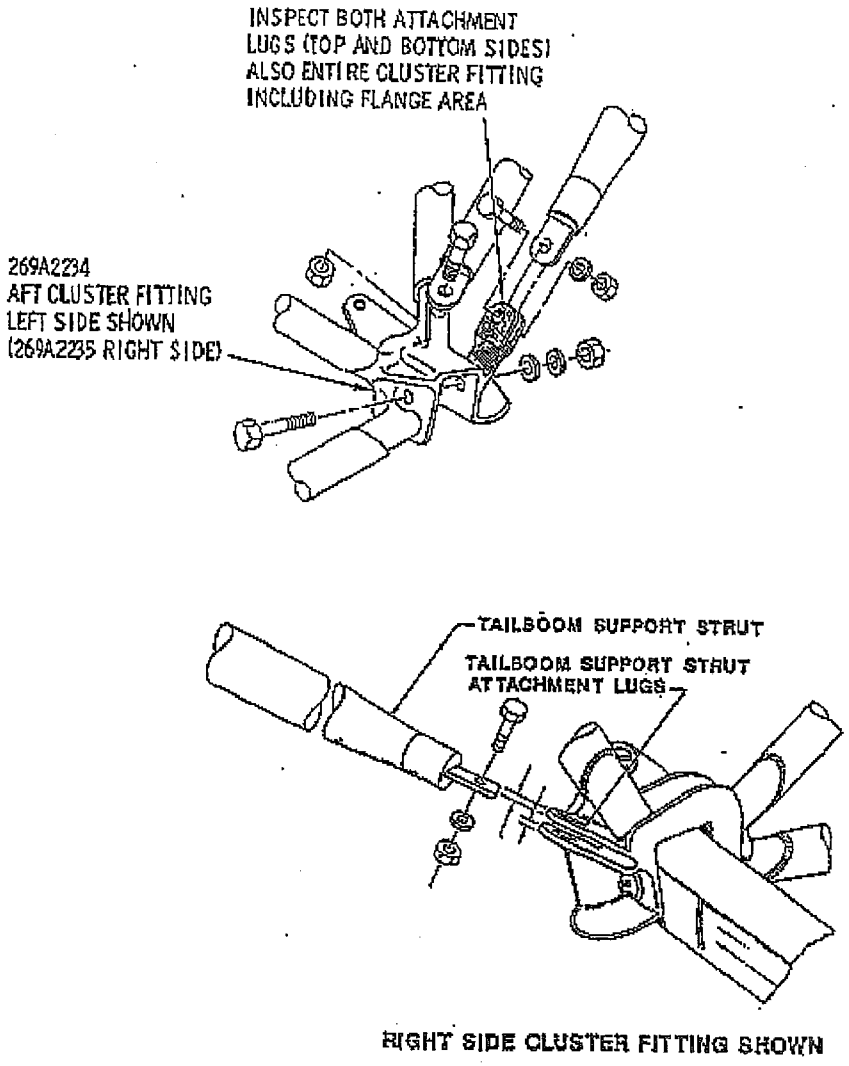
INSPECT BOTH ATTACHMENT LUGS (TOP AND BOTTOM SIDES) ALSO ENTIRE CLUSTER FITTING INCLUDING FLANGE AREA
269A2234 AFT CLUSTER FITTING LEFT SIDE SHOWN (269A2235 RIGHT SIDE)
TAILBOOM SUPPORT STRUT
TAILBOOM SUPPORT STRUT ATTACHMENT LUGS
RIGHT SIDE CLUSTER FITTING SHOWN

Figure 1

(b) For helicopters with strut assemblies P/N 269A2015 or 269A2015-5, accomplish the following:

(1) At intervals not to exceed 50 hours TIS:

(i) Remove the strut assemblies, P/N 269A2015 or P/N 269A2015-5.

(ii) Visually inspect the strut aluminum end fittings for deformation or damage and dye-penetrant inspect the strut aluminum end fittings for a crack in accordance Step II of Schweizer Service Information Notice No. N-109.2, dated September 1, 1976 (SIN N-109.2).

(iii) If deformation, damage, or a crack is found, before further flight, modify the strut assemblies by replacing the aluminum end fittings with stainless steel end fittings, P/N 269A2017-3 and -5, and attach bolts in accordance with Step III of SIN N-109-2; or replace each strut assembly P/N 269A2015 with P/N 269A2015-9, and replace each strut assembly P/N 269A2015-5 with P/N 269A2015-11.

(2) Within 500 hours TIS or one year, whichever occurs first, modify or replace the strut assemblies in accordance with paragraph (b)(1)(iii) of this AD.

(c) For Schweizer Aircraft Corporation Model 269C helicopters, within 100 hours TIS, serialize each strut assembly, P/N 269A2015-5 and 269A2015-11, in accordance with Schweizer Service Information Notice No. N-108, dated May 21, 1973.

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

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the NYACO.

(e) 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.

(f) **Emergency AD 2001-25-52, issued December 14, 2001, becomes effective upon receipt.**

FOR FURTHER INFORMATION CONTACT: George Duckett, Aviation Safety Engineer, FAA, New York Aircraft Certification Office, Airframe and Propulsion Branch, 10 Fifth Street, 3rd Floor, Valley Stream, New York, telephone (516) 256-7525, fax (516) 568-2716.

Issued in Fort Worth, Texas, on December 14, 2001.
David A. Downey,
Manager, Rotorcraft Directorate,
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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE LUFTFARTØY

SCHWEIZER - 7

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.

2003-047 A KONTROLL AV FESTE FOR HALEBOM

Påbudet gjelder:

Schweizer Aircraft Corp. alle modeller som beskrevet i vedlagte kopi av FAA AD 2003-13-15 R1.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 2003-13-15 R1.

Anm.: Denne LDP erstatter og opphever LDP 2002-004.

Tid for utførelse:

Til de tider og intervaller som beskrevet i vedlagte kopi av FAA AD 2003-13-15 R1.

Referanse:

FAA AD 2003-13-15 R1.

Gyldighetsdato:

2004-08-23.

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 (reference 14 CFR part 39, subpart 39.3).

2003-13-15 R1 Schweizer Aircraft Corporation: Amendment 39-13709. Docket No. 2002-SW-25-AD. Revises AD 2003-13-15, Amendment 39-13217, Docket No. 2002-SW-25-AD.

Applicability: Model 269A, 269A-1, 269B, 269C, and TH-55A helicopters, certificated in any category, with a tailboom support strut (strut) assembly, part number (P/N) 269A2015 or 269A2015-5; or with a center frame aft cluster fitting, P/N 269A2234 or 269A2235, and an aft cluster fitting listed in the following table:

Helicopter model number	Helicopter serial number	With aft cluster fitting, P/N
Model 269C	0570 through 1165	269A2234–3.
Model 269C	0500 through 1165	269A2235–3.
Model 269A, A–1, B, or C, or TH–55A	All	269A2234–3 or 269A2235–3.

Exception: For the Model 269A, A-1, B, or C or TH-55A helicopters with cluster fittings, P/N 269A2234-3 or P/N 269A2235-3, installed, if there is written documentation in the aircraft or manufacturer's records that shows the cluster fitting was originally sold by the manufacturer after June 1, 1988, the requirements of this AD are not applicable.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of a tailboom support strut or lug on a cluster fitting, which could cause rotation of a tailboom into the main rotor blades, and subsequent loss of control of the helicopter, accomplish the following:

(a) Within 10 hours time-in-service (TIS), and thereafter at intervals not to exceed 50 hours TIS, for helicopters with cluster fittings, P/N 269A2234 or P/N 269A2235:

(1) Using paint remover, remove paint from the lugs on each cluster fitting. Wash with water and dry. The tailboom support strut must be removed prior to the paint stripping.

(2) Dye-penetrant inspect the lugs on each cluster fitting. See the following Figure 1:

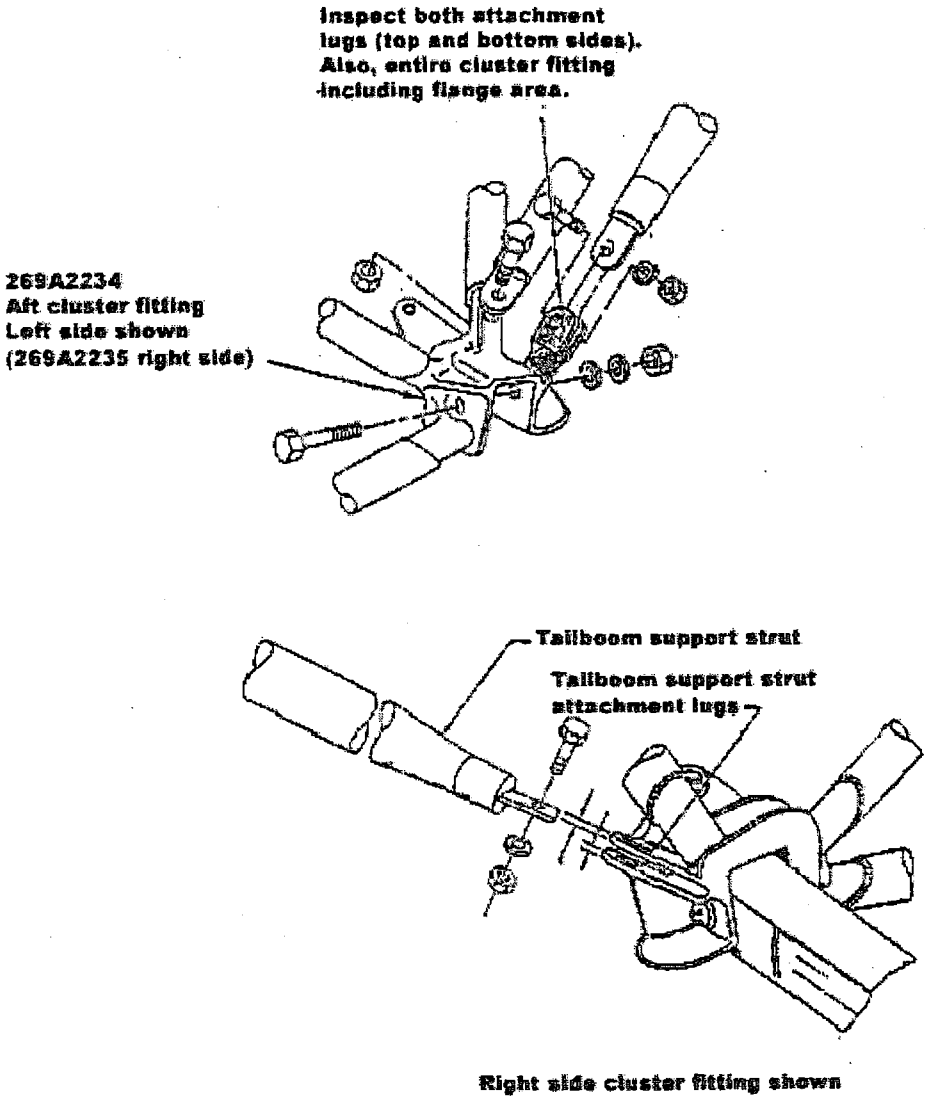

Figure 1

(3) If a crack is found, before further flight, replace the cracked cluster fitting with an airworthy cluster fitting.

(b) Cluster fittings, P/N 269A2234 and P/N 269A2235, that have NOT been modified with Kit P/N SA-269K-106-1, are NOT eligible replacement parts.

(c) Within 150 hours TIS or 6 months, whichever occurs first, replace each cluster fitting, P/N 269A2234 and P/N 269A2235, with an airworthy cluster fitting or modify each cluster fitting, P/N 269A2234 and P/N 269A2235, with Kit, P/N SA-269K-106-1. Installing the kit is terminating action for the 50-hour TIS repetitive dye-penetrant inspection for these cluster fittings. Broken or cracked cluster fittings are not eligible for the kit modification.

(d) For helicopters with strut assemblies, P/N 269A2015 or 269A2015-5, accomplish the following:

(1) At intervals not to exceed 50 hours TIS:

(i) Remove the strut assemblies, P/N 269A2015 or P/N 269A2015-5.

(ii) Visually inspect the strut aluminum end fittings for deformation or damage and dye-penetrant inspect the strut aluminum end fittings for a crack in accordance with Step II of Schweizer Service Information Notice No. N-109.2, dated September 1, 1976 (SIN N-109.2).

(iii) If deformation, damage, or a crack is found, before further flight, modify the strut assemblies by replacing the aluminum end fittings with stainless steel end fittings, P/N 269A2017-3 and -5, and attach bolts in accordance with Step III of SIN N-109.2; or replace each strut assembly P/N 269A2015 with P/N 269A2015-9, and replace each strut assembly P/N 269A2015-5 with P/N 269A2015-11.

(2) Within 500 hours TIS or one year, whichever occurs first, modify or replace the strut assemblies in accordance with paragraph (d)(1)(iii) of this AD.

(e) For the Model 269C helicopters, within 100 hours TIS, serialize each strut assembly, P/N 269A2015-5 and P/N 269A2015-11, in accordance with Schweizer Service Information Notice No. N-108, dated May 21, 1973.

(f) Within 25 hours TIS or 60 days, whichever occurs first, for cluster fittings, P/N 269A2234-3 and P/N 269A2235-3, perform a one-time inspection and repair, if required, in accordance with Procedures, Part II of Schweizer Service Bulletin No. B-277, dated January 25, 2002.

(g) Before further flight, replace any cluster fitting that is cracked or has surface defects beyond rework limits with an airworthy cluster fitting.

(h) 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, New York Aircraft Certification Office (NYACO), Engine and Propeller Directorate, FAA, for information about previously approved alternative methods of compliance.

(i) The inspections, modifications or replacements, and serializing shall be done in accordance with Schweizer Service Information Notice No. N-109.2, dated September 1, 1976; Schweizer Service Information Notice No. N-108, dated May 21, 1973; and Schweizer Service Bulletin No. B-277, dated January 25, 2002, as applicable. The incorporation by reference of those documents was approved previously by the Director of the Federal Register, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51, as of August 12, 2003 (68 FR 40478, July 8, 2003). Copies may be obtained from Schweizer Aircraft Corporation, P.O. Box 147, Elmira, New York 14902. 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.*

(j) This amendment becomes effective on August 10, 2004.

Issued in Fort Worth, Texas, on June 24, 2004.

Kim Smith,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 04-15128 Filed 7-2-04; 8:45 am]

BILLING CODE 4910-13-P

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE LUFTFARTØY

SCHWEIZER - 8

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.

2005-035 INSPEKSJON / MODIFIKASJON AV "LATERAL CONTROL TRIM ACTUATOR ASSEMBLY"

Påbudet gjelder:

Schweizer Aircraft Corp. alle 269C helikoptre som beskrevet i vedlagte kopi av FAA AD 2005-10-12.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 2005-10-12.

Tid for utførelse:

Til de tider og intervaller som beskrevet i vedlagte kopi av FAA AD 2005-10-12, med virkning fra denne LDPs gyldighetsdato.

Referanse:

FAA AD 2005-10-12.

Gyldighetsdato:

2005-07-08.

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDPs nummer.

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).

2005-10-12 Schweizer Aircraft Corporation: Amendment 39-14089. Docket No. FAA-2005-21217; Directorate Identifier 2005-SW-06-AD.

Applicability

Model 269C, serial number (S/N) 1865 through 1874 with a prefix of S; Model 269C-1, S/N 0169 through 0191; and Model 269D, Configuration A, S/N 0044 through 0050 with an A suffix, helicopters, with a lateral control trim actuator assembly, part number (P/N) 269A7316-13, installed, except for an actuator assembly containing a 30 drilled hole in the lateral trim control housing through the wall of the inner spring tube socket, certificated in any category.

Compliance

Required as indicated, unless accomplished previously.

To prevent separation of the inner spring tube from the lateral trim control housing, the associated loss of trim control, increased local resistance to right cyclic stick movement, and subsequent emergency landing or loss of control of the helicopter, accomplish the following:

(a) For Model 269C, S/N 1865 through 1874, with a prefix of S, and Model 269C-1, S/N 0169 through 0191, before further flight, inspect the lateral control trim actuator assembly for a scuffmark, indentation, or outer spring guide tube deformation. Inspect for security of the inner spring tube in the socket of the lateral trim control housing by rotating and pulling on the inner spring tube. Examine the resin bead around the base of the inner spring tube and housing socket. Resin should be translucent dark pink in color to indicate a good bond. Conduct the inspection by following the Procedures in Part I of Schweizer Service Bulletin B-283.1 or C1B-017.1, both dated March 4, 2005, respectively, as applicable.

(1) If a scuffmark, indentation, or deformation exists on the outer spring tube, or the inner spring tube is loose or has motion, or the bonding is separated, before further flight, remove the lateral control trim actuator assembly; modify the trim control housing and the inner spring tube; and test run the actuator assembly. Modify and test run the actuator assembly by following the Procedures in Part II of Schweizer Service Bulletin B-283.1 or C1B-017.1, both dated March 4, 2005, as applicable.

(2) If no scuffmark, indentation, or deformation exists on the outer spring tube, or the inner spring tube is not loose, or the bonding is not separated, within the next 25 hours time-in-service (TIS), modify the lateral control trim actuator assembly as required by paragraph (a)(1) of this AD.

(b) For Model 269D, Configuration A, S/N 0044 through 0050 with a suffix of A, within the next 50 hours TIS, modify the lateral control trim actuator assembly by following the Procedures in Schweizer Service Bulletin DB-012, paragraphs a through i, dated February 8, 2005.

(c) 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 New York Aircraft Certification Office, FAA, for information about previously approved alternative methods of compliance.

(d) Inspect, modify, and test the affected lateral control trim actuator assembly by following Schweizer Service Bulletin DB-012, dated February 8, 2005, or B-283.1, or C1B-017.1, both dated March 4, 2005, as applicable. 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 Schweizer Aircraft Corporation, 1250 Schweizer Road, Horseheads, New York 14845. Copies may be inspected 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.*

(e) This amendment becomes effective on June 2, 2005.

Issued in Fort Worth, Texas, on May 6, 2005.
David A. Downey,
Manager, Rotorcraft Directorate, Aircraft Certification Service.
[FR Doc. 05-9764 Filed 5-17-05; 8:45 am]
BILLING CODE 4910-13-P

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE LUFTFARTØY

SCHWEIZER - 9

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.

2006-073 "FUEL VENT SYSTEM – MODIFICATION"

Påbudet gjelder:

Schweizer Aircraft Corp. (Hughes), helikoptere i 269 serien som beskrevet i vedlagte kopi av EASA AD 2006-0171 R1.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av EASA AD 2006-0171 R1.

Anm.: Norsk LDP utgis for første gang basert på revisjon 1 (R1) av denne EASA AD.

Tid for utførelse:

Til de tider som er beskrevet i vedlagte kopi av EASA AD 2006-0171 R1.

Referanse:

EASA AD 2006-0171 R1.

Gyldighetsdato:

2006-11-27.

EASA	AIRWORTHINESS DIRECTIVE
	**AD No.: 2006 – 0171 R1** **Date: 14 September 2006**

No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.

Type Approval Holder's Name:	**Type/Model designation(s):**
Schweizer Aircraft Corporation	Schweizer (Hughes) 269 Series

TCDS Number: United States of America (FAA) 4H12

Foreign AD: None

Supersedure: EASA AD 2006-0171 dated 19 June 2006, which superseded United Kingdom CAA Additional AD 002–02–2000 Revision 1

ATA 28	**Fuel – Fuel Vent System – Modification**
Manufacturer(s):	Schweizer Aircraft Corporation; Hughes Helicopters, Inc.
Applicability:	All 269A, 269A-1, 269B, 269C and 269C-1 helicopters.
Reason:	To prevent release of fuel from the fuel tank vent in the event of a roll-over on landing the helicopter and the subsequent risk of fire, this Airworthiness Directive requires the modification of the Fuel Vent System. Note : United Kingdom AAIB Safety Recommendation 95-12 refers. This AD has been revised to correct the applicability (the requirement does not apply to 269D helicopters), the compliance statement and the referenced TC holder's service letter.
Effective Date:	24 September 2006
Compliance:	Within the next 1,000 hours time-in-service after 03 July 2006 [the effective date of the original issue of this AD] but not later than 03 July 2008, whichever occurs first, modify the helicopter's Fuel Vent System by incorporating the applicable Schweizer Aircraft Corporation Modification Kit as listed in the referenced Schweizer Service Letter L-169.
Ref. Publications:	Schweizer Service Letter L-169 dated 10 August 2000.

Remarks:	1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. This AD was posted as PAD 06-101 for consultation on 19 April 2006 with a comment period until 15 May 2006. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the AD Focal Point - Certification Directorate, EASA. e-mail ads@easa.eu.int. 4. For questions concerning the technical contents of this AD requirements, contact: Schweizer Aircraft Corporation, P.O. Box 147, Elmira, New York, 14902, United States of America; telephone +1-607-739-3821; facsimile +1-607-796-2488; e-mail schweizer@sacusa.com.

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