



REGISTRO AERONAUTICO ITALIANO

Prescrizione di Aeronavigabilità

SOGGETTO - OGGETTO: Elicotteri McDonnell Douglas Hel. Syst 369, 500 e 600 e S.E.I. 500 / Pale rotore principale.

N. 1998-287
del 12-08-1998
Rev. 2 della P.A. 1998-016
P.A. Ripetitiva: SI

RIFERIMENTI:

Documentazione della Ditta Costruttrice:

MDHS (Hughes)
MDHS (Hughes)
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S.E.I. Montepandone
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MDHS (Hughes)
MDHC (Hughes)

Prescrizioni Estere:

Service Info. Notice EN-81
Service Info. Notice NN-008
Service Info. Notice DN-188
Service Info. Notice HN-239
Service Info. Notice FN-67
BT BN-500-106 rif. MDHS SB *
BT BN-500N-004 rif. MDHS SB *
S.B. SB600N-007 Rev. 2 13-07-1998
S.B. SB369F-075 Rev. 3 13-07-1998
S.B. SB369E-088 Rev. 3 13-07-1998
S.B. SB500N-015 * Rev. 3 13-07-1998
S.B. SB369D-195 * Rev. 3 13-07-1998
S.B. SB369H-243 Rev. 3 13-07-1998

!!! URGENTE : APPLICAZIONE IMMEDIATA !!!

!DATA DI ENTRATA IN VIGORE: 19 agosto 1998

SCADENZA:

Prima di ulteriori voli, a partire dalla data di entrata in vigore della presente PA, se non già eseguito.

Successivamente ad intervalli non superiori a 25 ore di impiego. Tale scadenza ! ripetitiva non si applica agli elicotteri modello 600N (vedi nota 3 della FAA AD ! a riferimento.

APPLICABILITA':

!- Elicotteri McDonnell Douglas Helicopter Systems Model 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM, 369HS, 500N e 600N, equipaggiati con pale rotore principale P/N 369A1100-507 con Serial Number (S/N) da D139 a D203, da D209 a D223; P/N 369D21100-517 con S/N H664, H665, H667, H669, H671, H672, H674, H676, H679, H680, da H683 a H724, da H726 a H999, da J000 a J039, da J041 a J055; oppure P/N 369D21102-517 con S/N da 1976 a 2100, da 2106 a 2115, certificati ! in qualsiasi categoria.

- Elicotteri S.E.I. Servizi Elicotteristici Italiani S.p.A. NH-500D e AMD-500N equipaggiati con le pale suddette.

DESCRIZIONE:

L'allegata AD a riferimento costituisce Prescrizione di Aeronavigabilità del RAI, con la scadenza riportata alla relativa voce della presente PA.

Ai fini del soddisfacimento della presente PA possono essere adottati metodi alternativi, oppure adattamenti ai limiti della scadenza fissata dalla presente PA, che garantiscano un livello di sicurezza equivalente, purché approvati dal RAI.

! La presente PA annulla e sostituisce la PA 98-033 del 10.02.98

Si riporta di seguito il testo della suddetta AD FAA:

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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Il Certificato di Navigabilita' dell'aeromobile sulle cui strutture od impianti deve essere applicata la Prescrizione di Aeronavigabilita' in oggetto, scade di validita' qualora essa non venga attuata nei termini prefissati.

La effettuazione della Prescrizione di Aeronavigabilita' deve essere annotata, a cura dell'Esercente, sui libretti dell'aeromobile, del motore o dell'elica.