


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE	
	<p>AD No : 2007-0128-E</p> <p>Date: 07 May 2007</p>	
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) :	
S.E.I. Servizi Elicotteristici Italiani S.p.A. (formerly Breda Nardi)	NH-500D helicopters	
TCDS Number: Italian TCDS SO/A 206		
Foreign AD: This EAD is related to, and prompted by, FAA Emergency AD 2007-09-51.		
Supersedure: Not applicable.		
ATA 64	Tail Rotor – Blade Part Number (P/N) 369D21613 – Identification / Inspection / Replacement	
Manufacturer(s):	Breda Nardi	
Applicability:	<ul style="list-style-type: none"> ▪ All NH-500D helicopters with tail rotor blades P/N 369D21613, all dash numbers. ▪ All the tail rotor blades P/N 369D21613, all dash numbers, held as spares, including those installed on spare tail rotor assembly P/N 369D21600, all dash numbers. 	
Reason:	<p>Reports from the field have shown that there are MD Helicopters, Inc. (MDHI; formerly McDonnell Douglas and Hughes) 369 series helicopters in operation with tail rotor blades installed that have a machining defect. These blades have a sharp transition in the tapered end of the root fitting bore that can cause the tail rotor blade root fitting to fail. Therefore, on 27 April 2007, FAA issued Emergency AD 2007-09-51.</p> <p>This unsafe condition is likely to develop in other helicopters of the same or similar type design. The NH-500D helicopters have been manufactured by Breda Nardi on a licensing agreement basis and have the same tail rotor blades installed. For the reasons stated above, this EASA Emergency Airworthiness Directive requires the identification and replacement of defective tail rotor blades.</p>	
Effective Date:	09 May 2007	

Compliance:	<p>Before next flight after the effective date of this directive, unless previously accomplished, perform the following:</p> <p>(1) Tail Rotor Blade and –Assembly Identification:</p> <p>(a) Check the P/N of the tail rotor assembly and tail rotor blades installed on the helicopter.</p> <p>(b) If the P/N of the tail rotor assembly and the tail rotor blades are not one of the P/N listed in this directive, then the blade assembly is serviceable. Record Compliance with paragraph (1) of this directive on the helicopter log book and submit Bulletin Compliance to SEI (fax +39 0735 709369). No further action is required.</p> <p>(c) If the P/N of the tail rotor assembly and tail rotor blades installed on the helicopter are the P/N listed in this AD, complete actions required under paragraph (1) (b) of this directive and then continue with paragraph (2) of this directive.</p> <p>(2) Removal and Inspection of the Tail Rotor Assembly:</p> <p>(a) Remove the tail rotor assembly from the helicopter in accordance with the instructions of SEI Bollettino Tecnico (BT) BN-500-113.</p> <p>(b) Use a bright light to inspect the bore of each tail rotor blade root fitting in accordance with the instructions of SEI BT BN-500-113.</p> <p>(c) Replace all tail rotor blades that are missing a smooth radius in accordance with the instructions of SEI BT BN-500-113.</p> <p>(d) Identify the airworthy tail rotor blades in accordance with the instructions of SEI BT BN-500-113.</p> <p>(e) Record Compliance with paragraph (2) of this directive on the helicopter log book and submit Bulletin Compliance to SEI (fax +39 0735 709369).</p> <p>(3) Installation of spares:</p> <p>After the effective date of this directive, no person may install any spare Tail Rotor Blade P/N 369D21613 (any dash number) on a helicopter, or install any spare Tail Rotor assembly P/N 369D21600 (any dash number) on a helicopter, unless the P/N 369D21613 tail rotor blades have been inspected and, as necessary, replaced, in accordance with the requirements of this directive.</p>
Ref. Publications:	S.E.I. Bollettino Tecnico BN-500-113 first issue or later approved revisions.
Remarks :	<ol style="list-style-type: none"> 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. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification. 3. Enquiries regarding this Airworthiness Directive should be referred to the AD Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.europa.eu . 4. For any question concerning the technical content of the requirements in this AD, please contact: S.E.I. Servizi Elicotteristici Italiani, Technical Department– Mr. Aldo Caioni tel. +39 0735 709352, fax +39 0735 709369, E-mail a.caioni@eli-sei.it