

EASA	PROPOSED AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 07 - 117</p> <p>Date: 06 July 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.	
<p>Type Approval Holder's Name :</p> <p>S.E.I. Servizi Elicotteristici Italiani S.p.A. (formerly Breda Nardi)</p>	<p>Type/Model designation(s) :</p> <p>NH-500D and AMD500N helicopters</p>
TCDS Number: Italy Nr. SO/A 206	
Foreign AD: This AD is related to, and prompted by, FAA AD 2007-12-23.	
Supersedure: Not applicable.	
ATA 32	Landing Gear – Landing Gear Strut – Inspection / Replacement / Rework
Manufacturer(s):	Breda Nardi
Applicability:	<p>Model NH-500D, all serial numbers, if Part Number (P/N) 369H6001-1/-1041, 369H6001-2/-1042, 369H6001-31/-1051, 369H6001-32/-1052 landing gear strut assemblies are installed.</p> <p>AMD500N helicopters, all serial numbers, if Part Number (P/N) 369H6001-1041, 369H6001-1042, 369H6001-1051, 369H6001-1052 landing gear strut assembly are installed.</p>
Reason:	<p>Reports from the field have shown landing gear strut failures for MD Helicopters Inc. (MDHI; formerly McDonnell Douglas and Hughes) Models 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HS, 369HM, 500N and OH-6A helicopters. Therefore, on 05 June 2007, FAA issued the AD 2007-12-23.</p> <p>The actions required by that AD are intended to verify if cracks are present on the landing gear strut that could result in a structural failure of the landing gear.</p> <p>This unsafe condition is likely to develop in other helicopters of the same or similar type design. The NH-500D and AMD500N helicopters have been manufactured by Breda Nardi under a licensing agreement basis and have the same landing gear installed. For the reasons stated above, this EASA Airworthiness Directive requires the inspection and, if necessary, replacement or rework of the affected landing gear struts.</p>

Effective Date:	[TBD: 14 days after final AD issue date]
Compliance:	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the next 100 flight hours (FH) or 2 months after the effective date of this directive, whichever occurs first, identify the affected landing gear strut assemblies and accomplish the inspection in accordance with part I of S.E.I. Bolletino Tecnico (BT) BN-500-108, BN-500N-008 (same document);</p> <p>(a) If the strut assembly is cracked, before next flight, replace the strut assembly with an airworthy part and rework the landing gear fairing assemblies in accordance with part I of S.E.I. BT BN-500-108, BN-500N-008;</p> <p>(b) If the strut assembly is not cracked, before next flight, rework the landing gear fairing assemblies in accordance with part I of S.E.I. BT BN-500-108, BN-500N-008;</p> <p>(2) Thereafter, at intervals not exceeding 100 FH, inspect the affected strut assembly in accordance with part II of S.E.I. BT BN-500-108, BN-500N-008;</p> <p>Note 1: For helicopters that have already implemented the repetitive inspections as described in the referenced S.E.I. BT, the first repeat inspection required by this directive must be accomplished within the next 100 FH after the last inspection in accordance with that BT.</p> <p>(3) If, during any of the repeat inspections as required by paragraph (2) of this directive, the strut assembly is found cracked, before next flight, replace the strut assembly with an airworthy part.</p> <p>Note 2: Replacement of the landing gear strut assembly does not constitute terminating action for the repetitive inspection requirements of this directive.</p>
Ref. Publications:	S.E.I. Bolletino Tecnico BN-500-108, BN-500N-008 dated 30 August 2000 or later approved revisions.
Remarks :	<p>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.</p> <p>2. Closing date for comments is 20 July 2007.</p> <p>3. Enquiries regarding this Airworthiness Directive should be referred to the AD Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.europa.eu .</p> <p>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</p>