
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.1 (1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

McDonnell Douglas (Hughes) and Kawasaki 369 Series Helicopters

AD/HU 369/112

Main Rotor Drive Shaft

11/2003

Applicability: Model 600N, fitted with main rotor drive shaft assembly, part number (P/N) 600N5510-1.

Requirement:

1. Unless previously accomplished revise the component history card or equivalent record for drive shaft, P/N 600N5510-1, by changing the life limit from 16,000 to 14,000 hours time in service (TIS).
2. Replace any drive shaft that has 14,000 or more hours TIS with an airworthy drive shaft

Note: FAA AD 2003-16-11 Amdt 39-13264 refers.

Compliance: For Requirement 1: Within 100 flight hours from the effective date of this Directive.

For Requirement 2: Before further flight, following the completion of Requirement 1 of this Directive.

This Airworthiness Directive becomes effective on 30 October 2003.

Background: A review of final fatigue test data indicates that the life limit of the drive shaft should be reduced by 2000 hours time-in-service (TIS). The actions specified by this AD are intended to prevent failure of the drive shaft, loss of drive of the main rotor system, and subsequent loss of control of the helicopter.



Jim Coyne
Delegate of the Civil Aviation Safety Authority

18 September 2003