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**AIRWORTHINESS DIRECTIVE**

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For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.001(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.

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**McDonnell Douglas (Hughes) and Kawasaki 369 Series Helicopters****AD/HU 369/118      Landing Gear Fairing Support Assembly      9/2007**

**Applicability:** Model 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HS, 369HM, and 500N helicopters, with any of the components in Assembly/Components Affected list of MD Helicopters Service Bulletin SB369H-244, SB369E-094, SB500N-022, SB369D-200, and SB369F-078, as applicable, installed; excluding any helicopter with Aerometals strut part number 369XH6001-41, -42, -51, or -52, installed in accordance with Supplemental Type Certificate No. SR00981LA.

**Requirement:**

1. Remove all landing gear fairings (fairings) and inspect each landing gear fairing support assembly (support assembly) to determine the number and location of the rivets attaching the support assembly to the landing gear strut assembly (strut assembly), and if necessary, accomplish rework instructions; in accordance with the Accomplishment Instructions of MD Helicopters Service Bulletin SB369H-244, SB369E-094, SB500N-022, SB369D-200, and SB369F-078, as applicable.

If any strut assembly is found cracked, before further flight, replace the cracked strut assembly with a serviceable strut assembly.

2. For any strut assembly that has a third rivet hole, remove the fairing inspection button plug and clean and inspect the area in and around the rivet hole for cracks using a bright light and a 10x or higher magnifying glass.

If, during any inspection, a forward strut assembly or aft strut assembly is found cracked, before further flight, replace the cracked strut assembly with a serviceable strut assembly.

*Note 1: Installing a strut assembly that has only two rivet holes is terminating action for the requirements of this Directive.*

*Note 2: FAA AD 2007-12-23 Amdt 39-15101 refers.*

**Compliance:**

1. Unless already accomplished, within 4 months after 30 August 2007.
2. At intervals not to exceed 100 hours time in service or during each annual inspection, whichever occurs first.

This Airworthiness Directive becomes effective on 30 August 2007.

**McDonnell Douglas (Hughes) and Kawasaki 369 Series Helicopters**

AD/HU 369/118 (continued)

Background: The FAA received five reports of landing gear strut failures. Undetected cracking could result in failure of a strut and subsequent loss of control of the helicopter during landing.



David Villiers  
Delegate of the Civil Aviation Safety Authority

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