
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Sprickkontroll av horisontella stabilisatorn

GÄLLER: Modell 407 S/N 53000 t.o.m. 53498 och 53500 t.o.m. 53512.

ÅTGÄRD: Utför åtgärder angivna i bifogad kopia av CF-2000-09R1

TID FÖR ÅTGÄRD: Tid och intervall enligt bifogad kopia av Transport Canada AD CF-2000-09R1.

UNDERLAG: Bell Helicopter Textron Canada Alert Service Bulletin 407-02-52 daterad 20 mars, 2002.

REFERENS: CF-2000-09R1

BESLUTSDATUM: 18 juni 2002

LFS 2002:86

Åtgärder enligt LVD utgör nödvändig förutsättning för ifrågavarande flygmateriels luftvärdighet. Referens BCL M 1.11.
Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senast gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.

Postadress	Gatuadress	Telefonnummer	Faxnummer	Telegram	Telex
601 79 NORRKÖPING	Vikobplan 11	011-19 20 00	011-19 25 75	Civilair Norrköping	62450

Number: CF-2000-09R1

Subject: Bell 407 – Horizontal Stabilizer Slats

Effective: 26 July 2002

Revision: Supersedes Airworthiness Directive (AD) CF-2000-09

Applicability: Bell Helicopter Textron Canada (BHTC) Model 407 helicopters S/N 53000 through 53498 and 53500 through 53512.

Compliance: As indicated, unless already accomplished.

Background: Transport Canada has been informed that a left horizontal stabilizer slat (P/N 407-023-002-117) separated from the aircraft in flight. A departed slat could contact one of the rotors and could lead to loss of control of the helicopter. To correct the problem Transport Canada mandated BHTC Alert Service Bulletin 407-99-32, which introduced segmented slat assemblies (P/N 407-023-001-101).

Since the incorporation of this installation, there are two reports of the new stabilizer segmented slat brackets cracking. These occurrences are attributed to deficiencies in design and installation of the P/N 407-023-001-101 slats.

This AD mandates a visual inspection prior to modification and a modification consisting of replacement slats together with improved installation procedure.

Corrective Actions: **Part 1. Inspection – Helicopters S/N 53000 through 53498 and 53500 through 53503**

Until installation of the segmented slats (P/N 407-023-001-103) in accordance with ASB 407-02-52 dated 20 March 2002 is accomplished, perform a daily repetitive inspection of the slats in accordance with Part I of BHTC ASB 407-02-52 or later revision approved by the Chief, Continuing Airworthiness, Transport Canada.

A visual check outlined in Part I of the above ASB is considered elementary work and, if away from technical support, may be done by a pilot specifically trained and authorized for the task in accordance with Canadian Airworthiness Regulations.

Part 2. New Slats Installation - Helicopters S/N 53000 through 53498

No later than 31 December 2002, install segmented slats P/N 407-023-001-103 in accordance with Part II of ASB 407-02-52 dated 20 March 2002 or later revision approved by the Chief, Continuing Airworthiness, Transport Canada.

Part 3. Slat Installation and Identification– Helicopters S/N 53500 through 53503 with the new factory installed slats

No later than 31 December 2002, re-install and identify existing factory installed segmented slats (P/N 407-023-001-103) in accordance with Part III of ASB 407-02-52 dated 20 March 2002 or later revision approved by the Chief, Continuing Airworthiness, Transport Canada.

Part 4. Slat Installation and Identification – Helicopters S/N 53504 through 53512 with the new factory installed slats

No later than 31 December 2002, install identification plates on existing factory installed segmented slats (P/N 407-023-001-103) in accordance with Part IV of ASB 407-02-52 dated 20 March 2002 or later revision approved by the Chief, Continuing Airworthiness, Transport Canada.