

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive to read as follows:

2003-05-03 Bell Helicopter Textron

Canada: Amendment 39-13079. Docket No. 2001-SW-53-AD. Supersedes AD 2000-06-10, Docket No. 99-SW-75-AD, Amendment 39-11651.

Applicability: Model 407 helicopters, serial numbers 53000 through 53475, with tailboom, part number (P/N) 407-030-801-

101, -105 or -107, or P/N 407-530-014-101 or -103, (re-identified in accordance with Bell Helicopter Textron (Bell) Alert Service Bulletin (ASB) 407-01-48, Revision B, dated April 25, 2002), installed, certificated in any category.

Note 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the

owner/operator must request approval for an alternative method of compliance in accordance with paragraph (h) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated.

To prevent separation of the tailboom and subsequent loss of control of the helicopter, accomplish the following:

Applicable tailboom	Compliance time	Actions	In accordance with
(a) Tailboom, P/N 407-030-801-101 and -105, that have not been modified in accordance with Bell ASB 407-01-048, Revision B, dated April 25, 2002.	Before the first flight of each day	Visually check the tailboom for cracks. An owner/operator (pilot) holding at least a private pilot certificate may perform the visual check required by this paragraph, but must enter compliance with this paragraph into the helicopter records in accordance with 14 CFR 43.11 and 91.417(a)(2)(v).	Figure 1 of this AD.
(b) Tailboom, P/N 407-030-801-101 and -105, that have 600 or more hours TIS and have not been modified in accordance with Bell ASB 407-01-48, Revision B, dated April 25, 2002.	Within 25 hours time-in-service (TIS), and thereafter at intervals not to exceed 50 hours TIS.	Visually inspect the tailboom for cracks using a 10x or higher magnifying glass.	Part II of the Accomplishment Instructions of Bell ASB 407-99-26, Revision C, dated February 28, 2002, except contacting Bell is not required.
(c) Tailboom, P/N 407-030-801-101 and -105.	Within 600 hours TIS, but not later than 30 days, unless previously accomplished.	Modify and re-identify tailbooms as P/N 407-530-014-101 and -103, respectively, and install improved horizontal stabilizer assembly, P/N 407-023-800-ALL.	Parts I and III of the Accomplishment Instructions in Bell ASB 407-01-48, Revision B, dated April 25, 2002, and Bell Technical Bulletin No. 407-01-33, dated August 29, 2001, except contacting Bell is not required.
(d) Tailboom, P/N 407-530-014-101 and -103; and P/N 407-030-801-107.	Before further flight after the tailboom is modified and re-identified, unless previously accomplished.	Create a historical service record sheet and assign a life limit of 5,000 hours TIS since modification, re-identification, and installation of tailboom, P/N 407-530-014-101 or -103, on any helicopter, or initial installation of P/N 407-030-801-107 on any helicopter.	Part IV of the Accomplishment Instructions in Bell ASB 407-01-48, Revision B, dated April 25, 2002.
(e) Tailboom, P/N 407-530-014-101 and 103; and P/N 407-030-801-107.	Within 150 hours TIS after modification, or within 150 hours TIS since new, and thereafter at intervals not to exceed 150 hours TIS.	Inspect the tailboom for a crack ...	Parts IV and V of the Accomplishment Instructions in Bell ASB 407-01-48, Revision B, dated April 25, 2002.
(f) All applicable part-numbered tailbooms.	Before further flight	If a crack is found, replace the tailboom.	The applicable maintenance manual.