

(c) Ultrasonic (UT) inspect each grip shown in the following table of this AD

in accordance with the Bell Helicopter Textron, Inc. (BHTI) Nondestructive

Inspection Procedure, Log No. 00-340, Revision E, dated April 9, 2002.

TABLE 1

UT Inspect Grip P/N	Within 30 days, for a Grip with the following or more hours TIS	Thereafter, at intervals not to exceed the following hours TIS or the engine start/stop cycles, whichever occurs first	
		Hours TIS	Engine start/stop cycles
(1) 204-011-121-009	4000	400	1600
(2) 204-011-121-121	500	150	600
(3) 204-011-121-005, or -113 if the grip was EVER installed on a Model 205B helicopter	4000	400	1600
(4) 204-011-121-117 if the grip was NEVER installed on a Model 205B helicopter	4000	150	600
(5) 204-011-121-117 if the grip was EVER installed on a Model 205B helicopter	500	150	600
(6) 204-011-121-009 if the grip is installed on a Model 205A-1 helicopter modified in accordance with STC SH5132NM	4000	400	1600
(7) 204-011-121-121 if the grip is installed on a Model 205A-1 helicopter modified in accordance with STC SH5132NM	500	150	600

The UT inspection of the grip must be performed by a Non-Destructive Testing (NDT) UT Level I Special, Level II, or Level III inspector who is qualified under the guidelines established by MIL-STD-410E, ATA Specification 105, AIA-NAS-410, or an FAA-accepted equivalent for qualification standards of NDT Inspection/Evaluation Personnel.

Note 2: You can find the Nondestructive Inspection Procedure attached to BHTI Alert Service Bulletin (ASB) 205B-02-39, Revision B, dated November 22, 2002, or BHTI ASB 212-02-116, Revision A, dated October 30, 2002.

(d) At intervals not to exceed 1200 hours TIS or 24 months, whichever occurs first:

(1) Remove each main rotor blade, and

(2) Inspect each grip buffer pad on the inner surfaces of each grip tang for delamination (see Figure 1 of this AD). If there is any delamination, remove the buffer pad and inspect the grip surface for corrosion or other damage.

Note 3: This inspection interval coincides with the main rotor tension-torsion strap replacement times.

(e) Within 2400 hours TIS or at the next overhaul of the main rotor hub, whichever occurs first, and thereafter at intervals not to exceed 2400 hours TIS:

(1) Remove each main rotor blade.
(2) Remove each grip buffer pad (if installed) from the inner surfaces of each grip tang.

(3) Inspect the grip surfaces for corrosion or other damage.

(4) Fluorescent-penetrant inspect (FPI) the grip for a crack, paying particular attention to the upper and lower grip tangs. When inspecting grips, P/N 204-011-121-005, -09, and -113,

pay particular attention to the leading and trailing edges of the grip barrel.

Note 4: FPI procedures are contained in BHTI's Standard Practices Manual, BHT-ALL-SPM.

(f) Before further flight:

(1) Replace with an airworthy grip any grip with a crack.

(2) Replace with an airworthy grip or repair, if within maximum repair damage limits, any grip with any corrosion or other damage.

Note 5: The maximum repair damage limitations are found in the applicable Component and Repair Overhaul Manual.

Note 6: BHTI Operations Safety Notice 204-85-6, 205-85-9 and 212-85-13, all dated November 14, 1985, and BHTI ASB 212-94-92, Revision A, dated March 13, 1995, also pertain to the subject of this AD.

(g) Within 24 hours for any grip found with a crack and within 7 days for any grip inspected per paragraph (e) of this AD, report to the FAA Rotorcraft Certification Office the information requested in Appendix 1 to this AD. The information collection requirements of this AD have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*) and have been assigned OMB Control Number 2120-0056.

(h) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Rotorcraft Certification Office, Rotorcraft Directorate, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send

it to the Manager, Rotorcraft Certification Office.

Note 7: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Rotorcraft Certification Office.

(i) Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the helicopter to a location where the requirements of this AD can be accomplished.

(j) The inspections shall be done in accordance with the Bell Helicopter Textron Nondestructive Inspection Procedures of Log No. 00-340, Rev. E, dated April 9, 2002. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Bell Helicopter Textron, Inc., P.O. Box 482, Fort Worth, Texas 76101, telephone (817) 280-3391, fax (817) 280-6466. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(k) This amendment becomes effective on January 30, 2003.

Appendix 1 to AD 2003-01-04

AD Compliance Inspection Report (Sample Format)

Provide the following information and mail or fax it to: Manager, Rotorcraft Certification Office, Federal Aviation Administration, Fort Worth, Texas, 76193-0170, USA, Fax: 817-222-5783.

Aircraft Registration No:

Helicopter Model:

Helicopter Serial Number: