



FIGURE 1

Note 2: The tailboom skin joint at BS 194 is located at the bulkhead just forward of the attachment area for the 42-degree tail rotor gearbox assembly (42-degree gearbox) and the intersection between the vertical fin forward canted bulkhead and the lower tailboom skin.

(2) Visually inspect the vertical fin forward spar caps (2) for a crack at the intersection with the tail rotor gearbox support fitting. Refer to Figure 1 of this AD.

(b) Before further flight, and thereafter at intervals not to exceed 500 hours TIS, radiographically inspect the BS 194 skin joint area in accordance with the requirements of ASTM E 1742-00, MIL-STD-453C, or another FAA-accepted equivalent, for any tailboom assembly with:

(1) Any fretting, corrosion, loose or working rivets, or a crack in the BS 194 skin joint area; or

(2) 1,000 or more hours TIS.

(c) If a crack is found in any part, replace it with an airworthy part before further flight. Repair any corrosion or other damage that exceeds the limitations in the maintenance or overhaul manuals before further flight.

(d) 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 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Rotorcraft Certification Office.

(e) 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.

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