



U.S. Department
of Transportation

**Transport Airplane Directorate
Los Angeles Aircraft
Certification Office**

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Lakewood, California 90712-4137

**Federal Aviation
Administration**

JUN 13 2003

Mr. Gary Burdorf
Helicopter Technology Company
12923 South Spring Street
Los Angeles, California 90061

References:

1. HTC AMOC request letter to FAA, dated June 6, 2003
2. HTC AMOC request letter to FAA, dated June 11, 2003 for the "M" labeled blades.
3. MDHI AMOC request letter no. 03-SE-069 to FAA, dated January 10, 2003
4. E-mail from Jon Roesch, dated June 9, 2003 with "Appendix B, Eastin Inquiry" analysis.
5. E-mail from Jon Roesch, dated June 11, 2003 with updated "Appendix B, Eastin Inquiry" analysis to include "M" labeled blades.
6. MDHI report no. 369-S-2003, revision T, dated June 6, 2003

Dear Mr. Burdorf:

Alternative Method of Compliance (AMOC) for AD 2003-08-51
Affecting Service Life of MD369 and MD500 Series Tail Rotor Blades
FAA Project Number TD10382LA-R

This AMOC allows the service life limit of all tail rotor blades affected by AD 2003-08-51 to be increased from 400 hours time in service to their previous life limit as it appears in the most recent revision to the Helicopter Technology Company (HTC), and MD Helicopters, Inc. (MDHI) maintenance manuals.

We concur that accomplishment of the following instructions can be used as an AMOC to the requirements of AD 2003-08-5.1, and will provide an acceptable level of safety in accordance with paragraph (g) of this AD:

- a) For all effected tail rotor blades that have been marked with the letter "M" which were manufactured by HTC after April 15, 2003:** This pertains to a minority of the affected blades. These blades have been shot peened before delivery, and are approved to operate to full service life as it appears in the HTC maintenance manual without any further action.
- b) For all effected tail rotor blades that have not been marked with the letter "M" which were manufactured before April 15, 2003:** This pertains to the majority of the affected blades. The tail rotor blades must be returned to HTC, to be re-manufactured in accordance with HTC drawing RWK-3120, Revision A, dated May 12, 2003. This drawing

specifies that the critical location on the pitch horn must be eddy current inspected, and those blades that are found free of cracks will be machined on the inside edge of the pitch arm pocket to provide a corner radius, shot peened, coated with a chemical film, and repainted. Blades that have any indication of a crack or corrosion in the affected area may not be re-manufactured under this AMOC, and should not be returned to service.

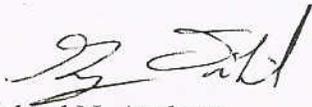
Blades that are identified with only an HTC part number will be marked with the letter "I" on the top and bottom of the root fitting to denote that this re-work has been accomplished.

Blades that are identified with an MDHI part number, or that are identified with an MDHI part number and an HTC part number, will be marked with the letter "I"; and the MDHI part number will be re-identified with a new -503 dash number. The published life for the -503 dash number appears in the most recent revision of the 04 sections of the MDHI maintenance manual dated June 13, 2003, or later approved FAA revision. The service life for the 369A model tail rotor blades are not listed in the MDHI maintenance manual, so the life for this blade, part number 369D21643-503 is increased to 5,600 hours time in service.

c) A copy of this AMOC approval should be provided to all affected operators, and must remain with the maintenance records of each affected helicopter.

Should you have any questions on this subject, please contact, Mr. Fred Guerin at (562) 627-5232.

Sincerely,



Michael N. Asahara
Manager, Los Angeles Aircraft
Certification Office