



**ARC-500-ICA**

# INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

## SKID STEP FOR MDHI 369D, 369E, 369FF, & 500N HELICOPTERS



**FAA APPROVED/ACCEPTED**  
 Los Angeles  
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 Aircraft Certification Office  
 INITIALS: *DJSu*

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### LOG OF REVISIONS

REVISION	DATE	APPROVED BY	COMMENTS
N/C	02/01/2016	J. Mueller	Original submittal
A	04/18/2016	J. Muller	Added airworthiness statement to Section 2. Added revision level to page header.
B	08/12/2016	J. Mueller	Replaced MD500 Series with MDHI 369D, 369E, 369FF, & 500N



**Table of Contents**

1.0	GENERAL.....	3
1.1	INTRODUCTION AND DESCRIPTION .....	3
1.2	PURPOSE.....	3
1.3	SCOPE.....	4
1.4	APPLICABILITY .....	4
2.0	AIRWORTHINESS LIMITATIONS .....	4
3.0	INSPECTION REQUIREMENTS .....	4
3.1	SCHEDULED INSPECTIONS.....	4
3.1.1	100 HOUR INSPECTION INTERVALS .....	4
3.2	INSPECTION LIMITS.....	5
4.0	REMOVAL, DISASSEMBLY, REASSEMBLY AND INSTALLATION.....	5

## **1.0 GENERAL**

### **1.1 INTRODUCTION AND DESCRIPTION**

The following document outlines the Instructions for Continued Airworthiness (ICA) for the ARC-500-1 Skid Step. The Skid Step installs on the LH or RH landing gear skid tube of the MDHI 369D, 369E, 369FF, & 500N helicopters. The step enables passengers and crew to stand on the skid tube with greater ease and stability. The installation allows for weights to be mounted directly to the step for use as counterweight on the opposite skid tube.

The Skid Step mounts to the landing gear skid tube between the cross tubes. Two Brackets are bolted to the skid tube using the existing mount provisions for the landing gear abrasion strips. The Skid Step is then installed onto the brackets using locking pins.



Figure 1. Skid Step Assembly Installed on MD 369FF Model Rotorcraft

### **1.2 PURPOSE**

The purpose of this document is to provide Instructions for Continued Airworthiness to inspect and maintain the Skid Step assembly (P/N ARC-500-1).



### **1.3 SCOPE**

The scope of this document is limited to information, procedures, requirements and limitations for this Supplemental Type Certificate.

### **1.4 APPLICABILITY**

These Instructions for Continued Airworthiness are applicable to the Aerocraft Skid Step Assembly (P/N ARC-500-1) installed on MDHI 369D, 369E, 369FF, & 500N Rotorcraft.

## **2.0 AIRWORTHINESS LIMITATIONS**

NONE.

The Airworthiness Limitations section is FAA approved and specifies inspections and other maintenance required under §43.16 and §91.403 of the Federal Aviation Regulations unless an alternative program has been FAA approved.

## **3.0 INSPECTION REQUIREMENTS**

### **3.1 SCHEDULED INSPECTIONS**

The scheduled inspections required by this ICA are contained on the following checklist. This checklist, when completed, is to become a permanent part of the rotorcraft records.

**NOTE: There are no field repairs or overhaul allowed for the Skid Step Assembly.**

If the Skid Step Assembly fails the following inspections, the Skid Step is to be removed from the aircraft and returned to Aerocraft, Inc.

#### **3.1.1 100 HOUR INSPECTION INTERVALS**

The 100 hour time in service inspections consist of visually inspecting the Skid Step Assembly and support structure.

The inspections per Table 3.1.1 are required while the Skid Step Assembly is installed on the aircraft at the time in service interval as specified. The inspection is to be performed by maintenance personnel.



TABLE 3.1.1 100 HOUR TIME IN SERVICE INSPECTIONS ON AIRCRAFT

Inspection Interval Hours	Inspection	Maintenance Personnel Initials
100	Visually inspect Skid Step components and landing gear skid tube for cracks, nicks, or deep scratches	
	Visually inspect hardware for security and damage	
	Visually inspect quick release pins for proper operation of locking device	
	<p>Pull Test the Pin.</p> <p>Without depressing the lock release, attempt to remove the pin. The pin should not come loose when pulling by hand.</p>	

**3.2 INSPECTION LIMITS**

The Skid Step Assembly is to be removed from service and returned to Aerocraft if the following inspection limits are exceeded.

- Cracks: Any indication
- Pin hole elongation: Any indication
- Bolt hole elongation: Greater than 0.030 inches
- Dents, scratches or nicks: Greater than 0.020 inches

**4.0 REMOVAL, DISASSEMBLY, REASSEMBLY AND INSTALLATION**

For latest update to installation and removal instructions refer to the Aerocraft Inc. report number ARC-500-INST (Installation Instructions).