

RUSSIAN FEDERATION
MINISTRY OF TRANSPORT OF THE RUSSIAN FEDERATION
FEDERAL AIR TRANSPORT AGENCY

AIRWORTHINESS DIRECTIVE

April 30, 2021

№ 2021-MI-8, 171-03

Applicability – Mi-8, Mi-8MTV-1,
Mi-8AMT, Mi- 171, Mi- 171A2 and their modifications

Design State - Russian Federation

The corrective actions outlined in this Airworthiness Directive are mandatory. No operator may operate an aircraft subject to this Airworthiness Directive other than in accordance with the requirements of this Directive.

The investigation of Mi-8MTV-1 helicopter No. RA-24119 owned by Limited Liability Company (LLC) «AC «Yamal» aviation incident on 24/11/2019 in the area of shift camp «Novy Port» revealed a kinematic connection violation of the spline drive of the first spline sleeve of 8M-1516-000 tail shaft due to wear of the spline tip spline. In order to maintain the airworthiness of MI-8, MI-8MTV-1, Mi-8AMT, Mi-171, Mi-171A2 helicopter and their modification fleet pursuant to Technical Decision No. HЛІВ-8М-2021 of JSC «Helicopters Mil&Kamov» dated 22/04/2021 (ref. No. 14623 dated 27/04/2021).

IT IS SUGGESTED:

1. That the companies operating Mi-8, Mi-8MTV-1 Mi-8AMT, Mi-171, Mi-171A2 helicopters and their modifications, which are equipped with 8M-1500-000 tail transmission, regardless of the operating time, date of manufacture, date of repair, during the next maintenance check perform work in accordance with 8M-1500-000MM Maintenance Manual on 8M-1516-000 tail shaft under task cards 084.41.00A, 084.41.00C and the lubrication chart for the tail shaft spline sleeves.

2. In the absence of any comments on the results of paragraph 1 implementation of this Directive, to continue helicopters operation with the subsequent work performance under paragraph 1 every 50±5 hours of operation.

3. The results of recommendations implementation in paragraphs 1-2 of this Directive should be sent to JSC «Helicopters Mil&Kamov».

4. Airworthiness Directive takes effect from the date of its issuance and is valid until it is repealed by another Directive.

Appendix: Technical Decision No. HJJB-8M-2021 dated 22/04/2021, 2 sheets.

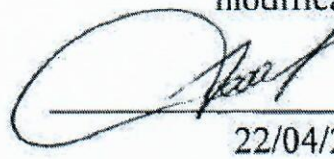
**Deputy Head of Federal
Air Transport Agency**



A.A. Novgorodov

«APPROVED»

Chief Designer of Program Directorate
«Mi-8 Mi-17 helicopters and their
modification»


N.E. Gusev
A.D. Yablonsky
22/04/2021

TECHNICAL DECISION No. HJIB-8M-2021

For airworthiness maintenance of Mi-8, Mi-8MTV-1, Mi-8AMT, Mi-171, Mi-171A2
helicopters and their modifications

During the investigation of the aviation incident of Mi-8MTV-1 helicopter tail No. RA-24119 owned by LLC «AK «YAMAL», a kinematic connection violation of the spline drive of the first spline sleeve of 8M-1516-000 tail shaft was revealed (wear of the spline tip splines), in order to maintain airworthiness the following is accepted

DECISION:

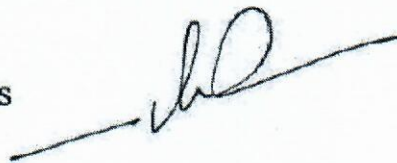
1 The companies operating Mi-8, Mi-8MTV-1, Mi-8AMT, Mi-171, Mi-171A2 helicopters and their modifications, which are equipped with 8M-1500-000 tail transmission, regardless of the operating time, date of manufacture, date of repair, during the next maintenance check and then every 50±5 hours, SHOULD PERFORM work on 8M-1516-000 tail shaft according to task cards 084.41.00A, 084.41.00C and the lubrication chart for the tail shaft spline sleeves (8M-1500-000MM Maintenance Manual).

Carry out work until this Technical Decision is repealed.

2. In absence of comments, continue helicopters operating.

3. Based on the results of work performed, send the information to JSC «Helicopters Mil&Kamov».

Chief Designer for After-Sales
Service and Operation



A.M. Soldatov

Technical Manager of DB-3.4



A.V. Grabovsky