



Transport
Canada

Transports
Canada

Canada

No. CF-91-29R1

AIRWORTHINESS DIRECTIVE

The following airworthiness directive (AD) may be applicable to an aircraft which our records indicate is registered in your name. ADs are issued pursuant to Canadian Aviation Regulation (CAR) 593. Pursuant to CAR 605.84 and the further details of CAR Standard 625, Appendix H, the continuing airworthiness of a Canadian registered aircraft is contingent upon compliance with all applicable ADs. Failure to comply with the requirements of an AD may invalidate the flight authorization of the aircraft. Alternative means of compliance shall be applied for in accordance with CAR 605.84 and the above- referenced Standard.

This AD has been issued by the Continuing Airworthiness Division (AARDG), Aircraft Certification Branch, Transport Canada, Ottawa, telephone (613) 952-4357.

CF-91-29R1 BELL

Applies to all Bell Helicopter Textron Inc. Model 204B, 205A-1 and 212 helicopters equipped with utility aft-facing seats and headrests.

Compliance is required as follows:

1. Initially, within the next 25 air time hours following the effective date of this directive, unless already accomplished; and
2. Subsequently, at each annual inspection and whenever aft-facing seats are being installed.

The investigation of a Bell 212 accident revealed that a headrest support had been secured with a bolt instead of the required pip-pin. The use of a bolt would preclude the possibility of turning the headrest 90 degrees to allow more space for emergency escape through the cockpit. This option is vital in the case where the main and emergency exits on one side are unusable because the helicopter comes to rest on its side.

To ensure that the proper hardware has been installed, perform a visual inspection and a functional check of the headrests on aft-facing seats to ensure that:

For Model 204B Helicopters

- a. The pip-pins (P/N BLS3TA07S or NAS1333A2S07D) are installed;
- b. The subject pip-pins are removable; and
- c. The two central headrests can be removed freely.

Note: The seat configuration in the Model 204B does not allow the headrest to be turned; however, after removing the pip-pin, the headrest can be easily slid off.

For Model 205A-1 and 212 Helicopters

- a. The pip-pins (P/N NAS1353DS7S13D) are installed;
- b. The subject pip-pins are removable; and

The headrests can be turned freely to align with the longitudinal axis of the helicopter.

Alternative means of compliance with the requirements of this directive may be used only if approved by the Director, Airworthiness Branch, Transport Canada, Ottawa. Any application should be made to the appropriate regional office.

This revision supersedes Airworthiness Directive CF-91-29 issued 7 August 1991.

This directive becomes effective 4 November 1991.

Pursuant to CAR 202.51 the registered owner of a Canadian aircraft shall, within seven days, notify the Minister in writing of any change of his or her name or address. To request a change of address, contact the Civil Aviation Communications Centre (AARC) at Place de Ville, Ottawa, Ontario K1A 0N8, or 1-800-305-2059, or <http://www.tc.gc.ca/civilaviation/communications/centre/address.asp>.

24-0022 (01-2001)



Documents
Document Sharing Hub