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No. CF-96-19R4

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-96-19R4 BELL

Applies to all Bell Helicopter Textron Canada Model 407 helicopters.

Compliance is required before further flight, unless already accomplished.

As the result of two accidents in which inadvertent engine shut-downs were experienced, flight operations of the Bell Model 407 helicopter were prohibited by Airworthiness Directive (AD) CF-96-19. Revised AD CF-96-19R1 allowed Model 407 helicopters to be returned to flight status subject to replacing the engine main electrical harness and revising the Flight Manual. Further measures were mandated by revision CF-96-19R2.

On 19 November 1996, a third accident occurred to a helicopter which conformed to the requirements of CF-96-19R2. The Model 407 was subsequently restricted from further flight by AD CF-96-19R3. Following review of the details of this accident, it has been concluded that the helicopter may be restored to flight status subject to accomplishment of the following measures:

1. Replace engine harness P/N 23062796 with P/N 23065805 in accordance with Allison Gas Turbine Division Commercial Engine Bulletin No. CEB-A-73-6010, dated 15 October 1996 (as was required by CF-96-19R1).
2. Adjust the helicopter main rotor autorotation RPM in accordance with Maintenance Manual Temporary Revision BHT-407-MM-1, Chapter 18, dated 23 October 1996 (CF-96-19R1).
3. Inspect the engine Electronic Control Unit (ECU) internal PW10 voltage to determine electrical noise characteristics, and replace faulty ECUs, in accordance with Allison Commercial Engine Bulletin No. CEB-A-73-6012, dated 31 October 1996 (CF-96-19R2).
4. Raise the engine overspeed trip setting from 110% to 118.5% in accordance with Allison Commercial Engine Bulletin No. CEB-A-73-6014, dated 3 December 1996.
5. Incorporate into the approved Aircraft Flight Manual, and brief all flight crew of the contents, the following revisions:
 - (a) Temporary Revision BHT-407-FM-1 FOR FADEC FAULT ANNUNCIATION INTERPRETATION, dated 24 October 1996 (CF-96-19R1), as revised by Revision 1, dated 3 December 1996.
 - (b) Temporary Revision BHT-407-FM-1 FOR NP OVERSPEED TRIP INCREASE, dated 3 December 1996.

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

This revision supersedes Airworthiness Directive CF-96-19R3, issued 22 November 1996, and U.S. FAA AD 96-24-09.

This directive becomes effective 3 December 1996.



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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>.

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