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No. CF-97-03

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-97-03 BELL

Applies to all Bell Helicopter Textron Canada (BHTC) Model 206A, 206B, 206L, 206L-1, 206L-3 and 206L-4 helicopters.

Compliance is required as indicated.

U.S. Federal Aviation Administration Airworthiness Directive (FAA AD) 81-18-01 mandated main rotor (M/R) mast and trunnion retirement lives for the above helicopters. Prior to the transfer of the Model 206 design to Canada, the Life Limitations section of the Models 206A and 206B Maintenance & Overhaul Manual was amended to reflect AD 81-18-01; and, as the result of testing and analysis, Bell Helicopter Textron Inc. (BHTI) established new retirement lives in terms of torque events for many of the dynamic components on the 206L series. The counting and recording of torque events was simplified by the introduction of the Retirement Index Number (RIN) concept explained in BHTI Information Letter GEN-94-54, 15 April 1994.

The RIN concept applies to the M/R mast and trunnion on the 206L series. The Model 206A and 206B M/R trunnion is not limited by torque events and, therefore, retains its retirement life in hours. The 206A and 206B mast assembly is an on-condition item.

To effect the above changes in retirement lives, the requirements of FAA AD 81-18-01 are replaced by the following, whichever is applicable:

1. For Models 206A and 206B
 - Section 1 of Maintenance & Overhaul Manual BHT-206A/B-M&O, Revision 40, approved by the FAA on 22 August 1995, and subsequent Transport Canada approved revisions; or
2. For 206L Series
 - Chapter 4 of Maintenance Manual BHT-206L-SERIES-MM-1, approved by Transport Canada on 15 January 1997, and subsequent Transport Canada approved revisions. Pending publication and receipt of this new Chapter 4, the retirement lives published earlier in BHTI Alert Service Bulletin (ASB) No. 206L-94-99, Rev. "A" may be used. This ASB also provides the method of calculating and recording the RIN.

In most cases the RIN life will be more advantageous than the time-in-service (TIS) hours. Should the RIN limit be reached or exceeded on the effective date of this directive, a two percent (2%) RIN extension may be applied as long as the applicable TIS limit is not exceeded.

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.

In Canada, this directive supersedes FAA AD 81-18-01, dated 22 September 1981.

This directive becomes effective 16 May 1997.



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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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