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| No.  | CF-2000-08    | 1/2 |
| Date | 21 March 2000 |     |

# 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 AN 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, AIRCRAFT CERTIFICATION BRANCH, TRANSPORT CANADA, OTTAWA.

## CF-2000-08 BELL

Applies to Bell Helicopter Textron Canada (BHTC) Model 430 helicopters, serial numbers 49002 through 49036, not including 49003, 49007, 49017 and 49026.

Compliance is required at the next annual (600-hour) inspection after the effective date of this directive or before 31 December 2000, whichever occurs first, unless already accomplished.

Detailed analysis of the aircraft electrical system carried out during the single-pilot IFR evaluation, has revealed several areas where the aircraft design is not in compliance with the Canadian Aviation Regulations (CARs). To rectify this, BHTC designed electrical system improvements and introduced these changes with Alert Service Bulletin (ASB) 430-99-10. This ASB refers to Installation Instruction BHT-430-II-2001 which covers three modification packages. Part I of the Installation Instructions are applicable to all affected serial number helicopters. Either Part II or Part III is applicable to all affected serial numbers depending on the avionics configuration of the helicopter.

To bring the affected Bell 430 helicopters into compliance with CARs:

1. Perform the applicable modifications as detailed in BHTC ASB 430-99-10 dated 16 December 1999 or later revisions approved by the Director, Aircraft Certification, Transport Canada.
2. Insert in the Rotorcraft Flight Manual (BHT-430-FM-1) "Temporary Revision for Electrical System Distribution Changes" reissued 16 December 1999.
3. Insert in the Rotorcraft Manufacturers Data (BHT-430-MD-1) "Temporary Revision for Electrical System Distribution Changes" dated 9 February 1999.
4. Remove BHT-430-FMS-7 from the Rotorcraft Flight Manual.
5. Depending on the avionic configuration of the helicopter, insert one of the applicable flight manual supplements:
  - (a) BHT-430-FMS-24, "Dual Automatic Flight Control System (DAFCS) with Dual EFIS" reissued 25 March 1999;
  - (b) BHT-430-FMS-29, "Single Automatic Flight Control System (AFCS) with Single EFIS" dated 28 August 1999;
  - (c) BHT-430-FMS-30, "Single Automatic Flight Control System (AFCS) with Dual EFIS" dated 9 February 1999; or

(d) BHT-430-FMS-34, "Dual Automatic Flight Control System (DAFCS) with Single EFIS" dated 24 June 1999.

This directive becomes effective 28 April 2000.

For Minister of Transport



B. Goyaniuk  
Chief, Continuing Airworthiness

For further information contact a Transport Canada Centre, or Mr. Alan Stewart, Continuing Airworthiness, Ottawa, telephone (613) 941-8385, facsimile (613) 996-9178 or e-mail [stewaal@tc.gc.ca](mailto:stewaal@tc.gc.ca)