

Airworthiness Directive Schedule

Helicopters

Bell 206B, Bell 206L Series and Agusta AB206 Series

24 November 2022

- Notes:**
1. This AD schedule is applicable to Bell helicopters manufactured under the following Type Certificate Numbers:

Helicopter Model:	Type Certificate Number:
Bell 206B	FAA Type Certificate No. H2SW
Bell 206B	Transport Canada (TC) Type Certificate No. H-92
Bell 206L	Transport Canada (TC) Type Certificate No. H-92
Bell 206L-1	Transport Canada (TC) Type Certificate No. H-92
Bell 206L-3	Transport Canada (TC) Type Certificate No. H-92
Bell 206L-4	Transport Canada (TC) Type Certificate No. H-92
Agusta AB206A	EASA Type Certificate No. R.140 (formerly Registro Aeronautico Italiano (RAI) No. A-140)
Agusta AB206B	EASA Type Certificate No. R.140 (formerly Registro Aeronautico Italiano (RAI) No. A-140)

2. This AD schedule includes those National Airworthiness Authority (NAA) ADs applicable to the aircraft listed in the table. NAA ADs can be obtained directly from the applicable NAA websites.

FAA AD website: [Dynamic Regulatory System \(faa.gov\)](https://www.faa.gov/dynamic-regulatory-system)

Transport Canada (TC) AD website:

<http://wwwapps3.tc.gc.ca/Saf-Sec-Sur/2/cawis-swimn/awd-lv-cs1401.asp?rand>

EASA AD website:

<http://ad.easa.europa.eu/>

3. The date above indicates the amendment date of this schedule.
4. New or amended ADs are shown with an asterisk *

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The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/links-to-state-of-design-airworthiness-directives/ If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.		
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DCA/BELL206B/1 Cancelled - Purpose fulfilled**DCA/BELL206B/2 Idler Assembly - Rework**

Applicability: Model 206A and 206B S/N 498 through to 873, 875, 878, 879 and 880.

Requirement: Bell SB 206-22.

Compliance: Within the next 100 hours TIS.

DCA/BELL206B/3 Main Rotor Retention Strap Fitting - Replacement

Applicability: All model 206A, 206B, 206A-1 and 206B-1.

Requirement: FAA AD 72-19-01.

Compliance: As detailed.

DCA/BELL206B/7 Vertical Fin - Modification

Applicability: Model 206A, 206B S/N's 4 through 865 and 867 through 873.

Requirement: Bell SL No. 206-203.

Compliance: Within the next 25 hours TIS.

DCA/BELL206B/8A Main Rotor Blades 206-010-200-29 - Inspection

Applicability: Model 206A, 206B and 206-B1

Requirement: Bell SB 206A-19 Rev. C

Compliance: As detailed.

DCA/BELL206B/9 Main Rotor Hub Retention Strap Fittings AD Pins - Renewal

Applicability: All model 206.

Requirement: Bell TB 206 (04-01) -73-1.
(FAA AD 73-19-08 refers)

Compliance: As detailed.

DCA/BELL206B/10 Main Rotor Pitch Link Tubes - Inspection

Applicability: All model 206 with Pitchlink Tubes P/N 206-010-330.

Requirement: Bell SB 206-04-2-73-1.
(FAA AD 73-19-09 refers)

Compliance: As detailed.

DCA/BELL206B/11 Pylon Support Links - Replacement

Applicability: All model 206 with Pylon Support Links P/N 206-031-508-5 and 7.

Requirement: Bell SB 206-01-73-6.

Compliance: Within the next 5 hours TIS.

DCA/BELL206B/12 Cancelled - Purpose fulfilled

DCA/BELL206B/13 Vertical Fin Support Forgings - Inspection

Applicability: All model 206 S/N 4 through 1097.

Requirement: Bell SB 206-01-73-5.
(FAA AD 73-21-03 refers)

Compliance: Within the next 50 hours TIS.

DCA/BELL206B/14 Fuel Cavity Vent Line, P/N 206-061-699-1 - Modification

Applicability: Model 206B, S/N 914 through to 1125, 1127 through to 1131, 1133 through to 1370.

Requirement: Bell SB 206-10-74-1 and 206-10-74-2.

Compliance: Within the next 100 hours TIS.

Effective Date: 15 May 1974.

DCA/BELL206B/15 Installation of Horizontal Stabiliser Stop - Modification

Applicability: Model 206A, 206B S/N 1 through to 1251.

Requirement: Bell SB 206-01-74-1 Rev. A

Compliance: Within the next 100 hours TIS.

Effective Date: 15 June 1974.

DCA/BELL206B/16 Tailboom Skin Splice Rivets - Inspection

Applicability: Model 206A, 206B, S/N 1 through to 944.

Requirement: Bell SB 206-01-73-4 Rev B.
(FAA AD 74-08-12 refers)

Compliance: Within the next 5 hours TIS and thereafter at intervals not exceeding 100 hours TIS.

Effective Date: 15 June 1974

DCA/BELL206B/17 Cyclic and Collective Control System Attach Bolts - Inspection and Replacement

Applicability: All 206 series.

Requirement: Replace attachment bolts P/N NAS 1305-18, NAS 1305-18D and NAS 1305-19D with special NAS 1305-18D bolts per Bell SB 206-04-2-74-1.

Compliance: As detailed.

Effective Date: 19 June 1974

DCA/BELL206B/18 Horizontal Stabiliser - Inspection

Applicability: All model 206 with horizontal stabilisers P/N 206-020-119 (all dash numbers) also - 123-3 and -4.

Requirement: Bell SB 206-01-73-7.

Compliance: As detailed.

Effective Date: 16 July 1974

DCA/BELL206B/19 Main Rotor Hub Yoke - Inspection and Rework

Applicability: All model 206 with main rotor hub yoke P/N 206-010-101-1, -5, -9 and -13

Requirement: Bell SB 206-04-1-74-1.

Compliance: 1. Part 1. Daily inspection, prior to first flight each day.
2. Part 2. At the next 1200 hour inspection or when the main rotor hub is removed for any reason, but not later than 31 December 1974.

Effective Date: 28 August 1974

DCA/BELL206B/20 Main Rotor grips P/N 206-010-102-9 - Inspection and Replacement

Applicability: All model 206 with main rotor grips S/N as listed in Bell Flight safety messages of 10.9.74 and 10.10.74

Requirement: Bell Flight Safety messages of 10 September 1974, and 10 October 1974.

Compliance: Within the next 5 hours TIS as applicable.

Effective Date: 10 September 1974

DCA/BELL206B/21 Cancelled - Purpose fulfilled

Effective Date: 10 October 1974

DCA/BELL206B/22 Pitch Link Assemblies - Inspection

Applicability: All model 206A, 206B, 206A-1 and 206B-1 fitted with pitch link assemblies, P/N 206-010-330 or 206-010-342.

Requirement: FAA AD 75-06-03

Compliance: Within the next 10 hours TIS unless already accomplished.
(FAA AD 75-06-03 refers)

Effective Date: 12 March 1975

DCA/BELL206B/23 Cabin Roof Straps - Replacement

Applicability: Model 206A and 206B S/N 1 through to 1163.

Requirement: Bell SB 206-01-74-2.
(FAA AD 75-06-10 refers)

Compliance: Within the next 1200 hours TIS.

Effective Date: 17 April 1975

DCA/BELL206B/24 Tail Rotor Yokes - Service Life Limitation

Applicability: All model 206 series fitted with tail rotor yokes P/N 206-010-788-1 or 206-011-802-1.

Requirement: Bell SB 206-75-4.

Compliance: All yokes with 1000 hours or more TIS, within the next 200 hours TIS.

Effective Date: 1 August 1975

DCA/BELL206B/25 Main Rotor Hub Pillow Blocks - Inspection

Applicability: Bell 206 series, S/N 1 through to 1657.

Requirement: Bell SB 206-75-3.
(FAA AD 75-18-07 refers)

Compliance: Within the next 600 hours TIS.

Effective Date: 31 October 1975

DCA/BELL206B/26 Hydraulic Servo Actuator Assembly P/N 206-001-520-5 - Inspection

Applicability: All 206 series.

Requirement: Bell SB 206-76-1.

Compliance: Within next 10 hours TIS and thereafter at intervals not exceeding 100 hours TIS.

Effective Date: 4 February 1976

DCA/BELL206B/27 Main Rotor Hub Tension/Torsion Strap Assy – Replacement and Inspection

Applicability: All model 206 fitted with straps P/N 206-010-105-3.

Requirement: Bell SB 206-76-4 Rev. B
(FAA AD 76-15-03 refers)

Compliance: Unless already accomplished, within next 25 hours TIS.

Effective Date: 18 August 1976

DCA/BELL206B/28A Main Rotor Hub Tension/Torsion Strap - Life Limitation

Applicability: All model 206 fitted with straps P/N 206-010-105-3 and -5.

Requirement: Bell SB 206-76-7.

Compliance: Replace all straps with 1200 hours or more TIS, within next 150 hours TIS or 60 days, whichever is the sooner.

Effective Date: 18 February 1977

DCA/BELL206B/29 Operating Restriction - Placard

Applicability: All model 206B having Allison 250-C20 series Engines fitted with third stage turbine wheel P/N 6887113 or 6888633.

Requirement: Bell SB 206B-77-6.
(FAA AD 77-10-13 refers)

Compliance: By 30 June 1977.

Effective Date: 24 June 1977

DCA/BELL206B/30 Tail Rotor Drive - Modification

- Applicability:** All model 206A and 206B.
- Requirement:** Bell SB 206-76-12.
(FAA AD 77-10-06 refers)
- Compliance:** Within next 100 hours TIS, unless already accomplished.
- Effective Date:** 20 July 1977

DCA/BELL206B/31A MRB Tension Torsion Straps - Replacement

- Applicability:** All model 206A, 206A-1, 206B, 206B-1, 206L, 206L-1, and 206L-3 aircraft fitted with tension torsion straps P/N 206-010-105-3, 206-010-105-5 or 206-011-127-1.
- Note 1:** AD applicability revised to include model 206L-3 aircraft. Aircraft in compliance with DCA/BELL206B/31 are not affected by this AD.
- Requirement:** To prevent failure of the tension torsion straps which could result in separation of a MRB resulting in loss of aircraft control, accomplish the following:
For model 206A, 206B, 206A-1 and 206B-1 aircraft replace affected straps with P/N 206-011-147-1 or -5 and inboard strap fittings with P/N 206-011-140-1.
On 206L series aircraft replace affected straps with P/N 206-011-147-3 or -7.
If inboard strap fittings P/N 206-010-155-11 and -15 are installed, replace with straps P/N 206-011-140-1.
- Note 2:** The retirement life of tension-torsion straps P/N 206-010-105-3, 206-010-105-5, and 206-011-127-1 are reduced from 1200 to 600 hours TIS.
- Note 3:** Replacement tension-torsion straps, P/N 206-011-147-001, -003, -005, -007 and 206-011-154-101 and -103, have a life limit of 1200 hour TIS or 2 years, whichever occurs sooner.
(FAA AD 78-11-02R1 refers)
- Compliance:** Strap assemblies with 550 hours or more TTIS - within next 50 hours TIS, or by 29 January 2008, whichever occurs sooner.
Strap assemblies with less than 550 hours TTIS - prior to attaining 600 hours TTIS or by 29 January 2008, whichever occurs sooner.
- Effective Date:** DCA/BELL206B/31 - 23 June 1978
DCA/BELL206B/31A - 29 November 2007

DCA/BELL206B/32 Tail Rotor Drive - Modification

- Applicability:** Model 206A and 206B S/N 148 and 414 through to 913.
- Requirement:** Embody tail rotor drive shaft bearing installation modifications detailed in Bell SB 206-77-9.
(FAA AD 78-16-01 refers)
- Compliance:** Within next 500 hours TIS, unless already accomplished.
- Effective Date:** 1 September 1978

DCA/BELL206B/33 VOR Antenna - Modification

Applicability: All model 206 series with a VOR Antenna P/N CI-159 and CI-159A.

Requirement: 1. Remove VOR Antenna per Part I of Bell SB 206-79-3.
2. Fit replacement Antenna P/N CI-259 per Part II of Bell SB 206-79-3.

Compliance: Part I - within next 5 hours TIS.
Part II - by 31 August 1979.

Effective Date: 6 June 1979

DCA/BELL206B/34 Freewheel Assembly - Inspection

Applicability: Model 206 series S/N 2385 through to 2419, 2421 through to 2499, 2501 through to 2507, 2509 through to 2512, 2514 through to 2525, 2527 through to 2531, 2533 through to 2536, 2539 through to 2541 and 2543 through to 2557. Also, all freewheel assemblies P/N 206-040-270-3 and outer race shafts P/N 206-040-221-3 delivered by Bell Helicopters Textron as spares between 25 January 1978 and 12 December 1978.

Requirement: Inspect outer race shaft P/N 206-040-221-3 per Bell SB 206-78-2 and renew any cracked part before further flight.

Compliance: Within next 100 hours TIS unless already accomplished and thereafter at each freewheel assembly overhaul.

Effective Date: 29 June 1979

DCA/BELL206B/35A Cancelled - Purpose Fulfilled**DCA/BELL206B/36B Tail Rotor Blades - Inspection and Retirement**

Applicability: All model 206A, 206B, 206A-1, 206B-1 and 206L with aluminium tail rotor blades P/N 206-010-75-005 and -007.

Requirement: 1. Visually inspect blades per Bell Alert SB 206-80-6 or 206L-80-8 Rev. A (as applicable) using at least 3 x magnification. Renew blades found cracked before further flight.
2. Retire blades from service per formula stated in Bell Alert SB 206-80-12.
(FAA AD 80-17-05 refers)

Compliance: 1. Inspection - before first flight on each day.
2. Retirement - at 500 hours calculated TIS.

Effective Date: DCA/BELL206/36A - 19 December 1980
DCA/BELL206/36B - 9 September 1988

DCA/BELL206B/37A Main Input Drive Shaft Assembly - Inspection and Modification

Applicability: All model 206A and 206B.

Requirement: To prevent failure of the main transmission input driveshaft assembly due to coupling wear or overheating, accomplish the following:-

1. Visually check the driveshaft P/N 206-040-100-13 for; grease leakage from the driveshaft couplings P/N 206-040-108-005 and damage and security of the clamps and bolts used to attach the driveshaft to the transmission and engine couplings. Also check the self-adhesive over-temperature indicators (once fitted) for overheating, deterioration, debonding or discoloration.

If any discrepancies are found, before further flight rectify as follows;

(a) If there is any grease leakage or any indications of overheating, disassemble and inspect the driveshaft per the applicable maintenance manual and replace the over-temperature indicators per Bell Alert SB 206-93-76, revision B.

(b) If any "dot" on an over-temperature indicator has changed colour to black, accomplish the corrective action per Table I and the accompanying Notes in Alert SB 206-93-76, revision B.

(c) If there are any deteriorated, debonded, or discoloured over-temperature indicators that would prevent interpretation of the indicating "dots", replace those over-temperature indicators per Part III of Alert SB 206-93-76, revision B. If only one over-temperature indicator is missing, and no "dot" on any other over-temperature indicator on the same coupling is discoloured or shows mechanical damage or degradation of the epoxy overcoating, the helicopter may be returned to service.

(d) If there are any loose or damaged clamps or bolts, secure the loose clamps or bolts and replace the damaged clamps or bolts per the applicable maintenance manual.

2. Inspect and lubricate the driveshaft assembly P/N 206-040-100-13 and driveshaft couplings P/N 206-040-108-005 per the maintenance manual.

3. Install the self-adhesive over-temperature indicators per Part I of Alert SB 206-93-76, revision B.

(FAA AD 96-06-04 refers)

Compliance:

1. Before first flight of each day.
2. At intervals not exceeding 300 hours TIS.
3. Within next 300 hours TIS.

Note: The daily check may be accomplished by the pilot subject to, adequate instruction by LAME responsible for the aircraft, and a Certificate of Release to Service endorsed to refer to inspection requirement.

Effective Date: DCA/BELL206B/37 3 April 1981
DCA/BELL206B/37A 10 May 1996

DCA/BELL206B/38 Horizontal Stabiliser Assembly - Modification or Retirement

Applicability: All model 206L and 206L-1 with S/N and Horizontal stabiliser P/N detailed in Bell ASB 206L-81-23.

Requirement: Modify, or retire and replace horizontal stabiliser assemblies as specified per Bell ASB 206L-81-23.

Compliance: By 30 April 1982.

Effective Date: 12 March 1982

DCA/BELL206B/39D Tail Rotor Blades - Inspection and Modification

Applicability: All model 206A, 206B, 206B-1, 206L, 206L-1 and 206L-3 with Tail rotor Blades P/N 206-016-201-001; 206-016-201-103 or 206-016-201-107.

Requirement: 1. Inspect tail rotor blades per Part I of Bell ASB 206-95-28 or 206L-85-34 (as applicable).
2. Modify per Part II of Bell ASB 206-85-28 or 206L-85-34 (as applicable) (FAA AD 85-26-06 refers)

Compliance: 1. Pilot inspection per Note (4) - at intervals not exceeding 7 days until modified.
2. Modification - by 30 April 1986.
3. Maintenance inspection - at intervals not exceeding 100 hours TIS.

Effective Date: DCA/BELL206/39C - 28 February 1986
DCA/BELL206/39D - 9 September 1988

DCA/BELL206B/40 Main Rotor Mast Assembly - Inspection and Protection

Applicability: All model 206A, 206B, 206B-1, 206B-III, 206L, 206L-1 and 206L-3.

Requirement: Inspect and apply protective coating per Parts A and B of Bell ASBs 206-83-21/206L-83-30 Rev. A as applicable.

Compliance: Part A - Within next 300 hours TIS.
Part B 0 At intervals not exceeding 12 months following compliance with Part A.

Effective Date: 6 April 1984

DCA/BELL206B/41A Cyclic Control Stick – Inspection and Replacement

Applicability: Model 206A and 206B aircraft, S/N 4 through to 3818, 3821 through to 3848 and 3851 through to 3856.

Model 206A aircraft fitted with dual controls kits, P/N 206-706-006-3, -5 or -7.

Model 206B-1 aircraft.

Model 206L and 206L-1 aircraft.

Model 206L-3 aircraft, S/N 51001 through to 51128, 51130 through to 51138, and 51140 through to 51142.

Note: AD applicability revised to include model 206L-3 aircraft. Aircraft in compliance with DCA/BELL206B/41 are not affected by this AD.

Requirement: To prevent failure of the cyclic control stick accomplish the following:

For 206 series aircraft inspect the cyclic control stick per the instructions in Bell Helicopter Textron Alert Service Bulletin (ASB) No. 206-85-29.

For 206L series aircraft inspect the cyclic control stick per the instructions in ASB No. 206L-85-36.

Replace any cracked parts before further flight.

(FAA AD 85-25-01 refers)

Compliance: Within the next 25 hours TIS or by 29 December 2007 whichever occurs the sooner, unless previously accomplished.

Effective Date: DCA/BELL206B/41 - 12 July 1985
DCA/BELL206B/41A - 29 November 2007

DCA/BELL206B/42 Tail Rotor Yoke and Pitch Links - Inspection and Removal

Applicability: All model 206A, 206B and 206L with T/R yoke P/N 206-011-819-101 in combination with T/R crosshead P/N 206-010-741-001 or -003.

Requirement: To prevent failure of the T/R pitch links, accomplish the following:

1. Within next 25 hours TIS, inspect T/R assembly and determine if T/R yoke P/N 206-011-819-101 is installed in combination with T/R crosshead P/N 206-010-741-001 or -003. If this T/R yoke and crosshead combination is installed, either:

(a) Remove T/R yoke P/N 206-011-819-010 and replace it with T/R yoke P/N 206-011-811-009; or

(b) Remove T/R crosshead P/N 206-010-741-001 or -003 and replace it with T/R crosshead P/N 206-011-855-001 or 206-011-857-001.

(FAA AD 86-24-01 and Bell ASB 206-36-31 refers)

Effective Date: 15 December 1986

DCA/BELL206B/43A Main Rotor Mast – Replacement

Applicability: Model 206A and 206B aircraft fitted with mast assemblies P/N 206-010-332-121, S/N FAJF-58340 through 58353, 58395 through to 58398, 58400, 58402 through 58408, 58421 and 58423 through 58434.

Model 206L, 206L-1, and 206L-3 aircraft fitted with mast assemblies P/N 206-040-535-105, S/N NJF-935 through to 973, 1000, 1003, 1004, 1006 through to 1012, 1014 through to 1019, 1022 through to 1024, 1026, 1040 through to 1042, 1046, 1050 through to 1057, 1059, 1066, 1068, 1073, 1079, 1086, 1087, 1089 through to 1097, 1099, 1101, 1102, 1123, 1124, 1129, 1135, 1141, 1143, 1145, 1146, 1149, 1151, 1153, 1156, 1157, 1161, 1162, 1165, 1167 and 1169 through to 1172.

Note: AD applicability revised to include model 206L-3 aircraft. Aircraft in compliance with DCA/BELL206B/43 are not affected by this AD.

Requirement: To prevent failure of the main rotor mast, remove affected masts and replace with an airworthy part per Bell Helicopter Alert Service Bulletin (ASB) No. 206-87-37 or 206-87-44, as applicable.
(FAA AD 87-10-11 refers)

Compliance: Within the next 25 hours TIS or by 29 December 2007, whichever occurs sooner, unless previously accomplished.

Effective Date: DCA/BELL206B/43 - 25 May 1987
DCA/BELL206B/43A - 29 November 2007

DCA/BELL206B/44 Fatigue Critical Components - Retirement

Applicability: All model 206, 206A, 206B, 206L and 206L-1 aircraft.

Requirement: All components listed in the Airworthiness Limitations Schedule contained in the following references must be retired from service not later than the times specified:

1. For 206A/206B Jet Ranger II Series, Bell 206A/206B Jet Ranger II Series Maintenance and Overhaul Instructions, Section 1-44A Rev. 38 dated 31 August 1987.

2. For 206B Jet Ranger III Series, Bell 206B Jet Ranger III Series Maintenance Manual, Section 4 Rev. 28 dated 2 December 1987.

3. For 206L Long Ranger Series, Bell 206L Long Ranger Series Maintenance Manual, Section 4 Rev. 20 dated 1 June 1987.

4. For 206L-1 Long Ranger II Series, Bell 206L-1 Long Ranger II Series Maintenance Manual, Section 4 Rev. 15 dated 1 June 1987.

Effective Date: 9 September 1988

DCA/BELL206B/45A Tail Rotor Yoke – Inspection and Replacement

Applicability: Model 206A, 206B, 206B-1, 206L, 206L-1 and 206L-3 aircraft fitted with tail rotor yoke assembly P/N 206-011-819-101, S/N A-1807 through to A-2364 as detailed in ASB No. 206-88-41 and ASB No. 206L-88-51.

Note: AD applicability revised to include model 206L-3 aircraft. Aircraft in compliance with DCA/BELL206B/45 are not affected by this AD.

Requirement: To prevent failure of the tail rotor yoke assembly possibly resulting in the loss of a tail rotor blade and causing loss of aircraft control, inspect the tail rotor yoke assembly fitted to the aircraft and establish the P/N and S/N per Bell Helicopter Alert Service Bulletin (ASB) No. 206-88-41 or ASB No. 206L-88-51, as applicable.
If an affected tail rotor yoke assembly is fitted, replace the assembly before further flight.
(FAA AD 88-23-03 refers)

Compliance: By 29 December 2007 unless previously accomplished.

Effective Date: DCA/BELL206B/45 - 10 March 1989
DCA/BELL206B/45A - 29 November 2007

DCA/BELL206B/46 Cancelled – Transport Canada AD CF-2015-14 refers

Effective Date: 25 June 2015

DCA/BELL206B/47A Unapproved Parts - Removal

Applicability: All model 206A, 206B, 206B-1, 206BJR11, 206BJR111, 206L, 206L-1 and 206L-3.

Requirement: To ensure that unapproved parts are identified and removed from service, inspect:

1. Main Rotor Tension - Torsion Strap Assemblies P/N 206-011-147-7 and 106-011-154-101, and remove from service any part with S/N detailed in Bell ASB 206-89-46 Rev. A or 206L-89-60 as applicable.
2. Tail Rotor Hub Assembly P/N 206-011-810-015 and Tail Rotor Yoke P/N 206-011-811-009, and remove from service any part with S/N detailed in Bell ASB 206-89-47 Rev. A or 206L-89-59 as applicable.
3. Spare parts must also be inspected as detailed above.

Compliance: By 15 January 1980

Effective Date: DCA/BELL206/47 - 25 September 1989
DCA/BELL206/47A - 15 December 1989

DCA/BELL206B/48A Horizontal Stabiliser – Inspection and Replacement

Applicability: All model 206L, 206L-1 and 206L-3 aircraft.

Note: The AD applicability revised to include model 206L-3 aircraft. Aircraft in compliance with DCA/BELL206B/48 are not affected by this AD.

Requirement: To prevent failure and separation of the horizontal stabiliser, accomplish the following:

1. Visually inspect horizontal stabiliser and confirm installation of a required raised external doubler. The doubler is visible on the stabiliser top surface and extends approx. 4 inches outward from either side of the tailboom and covers the upper surface from within half inch of the forward leading edge to the trailing edge.
2. Stabilisers not incorporating the external doubler must be removed from service and replaced with an airworthy part before further flight.
(FAA AD 89-20-13 refers)

Compliance: 1. and 2. Within the next 5 hours TIS, unless previously accomplished.

Effective Date: DCA/BELL206B/48 - 1 November 1989
DCA/BELL206B/48A - 29 November 2007

DCA/BELL206B/49B Main Rotor Blades – Inspection and Replacement

Applicability: Model 206A, 206B, 206L, 206L-1 and 206L-3 aircraft fitted with main rotor blades P/N 206-015-001-001, 206-015-001-103, 206-015-001-105 or 206-010-200-033.

Note 1: AD applicability revised to include model 206L-3 aircraft. Aircraft in compliance with DCA/BELL206B/49A are not affected by this AD.

Requirement: To prevent failure and separation of the main rotor blades possibly resulting in loss of aircraft control, accomplish the following:

For model 206A and 206B aircraft determine if any of the following S/N blades are fitted to the aircraft: TAC-0089, TAC-0542, TAC-0607, TAC-0614, TAC-0624, TAC-1643, TAC-1749, TAC-1776, TAC-1831, TAC-1911, TAC-1922, TAC-2399, TAC-2768, TAC-5742, TKK-9794, TKK-9883 or TKK-9933.

If any of these S/N main rotor blades are fitted, replace before further flight.

For model 206L, 206L-1 and 206L-3 aircraft determine if any of the following S/N blades are fitted to the aircraft: T-92, T-245, T-417, TLY-0075, TLY-0095, TLY-0764, TLY-0770, TLY-0973, TLY-1438, TLY-1619, TLY-1653, TLY-1697, TLY-1766, TLY-1801, TLY-1858, TLY-1953, TLY-1984, TLY-2031, TLY-2039, TLY-2064, TLY-2081, TLY-2148, TLY-2335, TLY-2337, TLY-2549, TLY-2603, TLY-2604, TLY-2625, TLY-2633, TLY-2648, TLY-2745, TLY-2786, TLY-2951 or TLY-2954.

If any of these S/N main rotor blades are fitted, replace before further flight.

Note 2: The S/N may be found on the Bell Helicopter data plate located on top of the blade at the root end and is also marked on the root end of the lower grip plate in the 1.5 inch radius.

(FAA AD 92-01-05 and FAA AD 89-22-01R1 refers)

Compliance: Before further flight, unless previously accomplished.

Effective Date: DCA/BELL206B/49 - 15 December 1989
DCA/BELL206B/49A - 30 March 1990
DCA/BELL206B/49B - 29 November 2007

DCA/BELL206B/50 Air Induction System - Modification

Applicability: All model 206A and 206B.

Requirement: To prevent possible in-flight engine flameout when operating in falling and/or blowing snow, the following shall be installed:

Particle Separator Engine Air Induction System Kit and Deflector Kit, or Snow Winterization Air Induction System. (See BHT-206A-FMS-18, -24, -11)

(FAA AD 89-10-11R1 refers)

Compliance: Before operating in areas of falling and/or blowing snow

Effective Date: 4 May 1990

DCA/BELL206B/51A Tail Rotor Blade Assemblies – Replacement

Applicability: Model 206B, 206L, 206L-1 and 206L-3 aircraft fitted with tail rotor blade assembly P/N 206-016-201-113 or P/N 206-016-201-127.

Note: AD applicability revised to include model 206L-3 aircraft. Aircraft in compliance with DCA/BELL206B/51 are not affected by this AD.

Requirement: To prevent failure of tail rotor blade assembly determine the S/N of the tail rotor blade assembly fitted to the aircraft.

Replace assemblies with the following S/Ns, before further flight:

T-41361	T-41627	T-41725	T-41737
T-42088	T-42127	T-42157	T-42307
T-42311	T-42316	T-42494	T-42496
T-42497	T-42502	T-42523	T-42534
T-43276	T-44089	T-44120	T-44157
T-44174	T-44222	T-44300	T-44638

(FAA AD 90-13-01R1 refers)

Compliance: Within the next 5 hours TIS, unless previously accomplished.

Effective Date: DCA/BELL206B/51 - 29 June 1990
DCA/BELL206B/51A - 29 November 2007

DCA/BELL206B/52 Tail Rotor Blade Assemblies - Removal

Applicability: Models 206A, 206A-1, 206B, 206B-1, 206L, 206L-1 and 206L-3 with tail rotor blade assembly P/N 206-016-201-125 or P/N 206-016-201-127.

Requirement: To prevent possible loss of the tail rotor blade tip weight, failure of the tail rotor blade, loss of the tail rotor hub assembly and subsequent loss of the helicopter, accomplish the following:

Determine the serial number of the tail rotor assembly installed on the helicopter and remove from service before further flight any assemblies with the serial numbers detailed in Bell ASB 206-90-58 or 206L-90-71 as applicable.

Spare parts must also be inspected and any assemblies with serial numbers detailed in the ASBs removed from stock.

(FAA AD 90-21-03 refers)

Compliance: Prior to next flight

Effective Date: 18 October 1990

DCA/BELL206B/53 Emergency Float Bag Valve Restrictors - Installation

Applicability: All model 206A, 206B, 206L, 206L-1, and 206L-3 helicopters fitted with emergency float bags, P/N 206-050-248-107, -109 and -111 manufactured prior to September 1, 1989. These float bags are used in BHTI emergency float kits 206-706-210 and 206-706-211.

Requirement: To prevent unequal float inflation which could result in aircraft roll-over and impede emergency egress after an emergency water landing, accomplish the following:

Inspect float bags per Bell ASB 206-89-49 or 206L-89-63 as applicable and modify if necessary prior to further flight.

(FAA AD 91-03-12 refers)

Compliance: Within next 100 hours TIS or before installation of float bags not installed on an aircraft unless already accomplished

Effective Date: 22 March 1991

DCA/BELL206B/54 Vertical Fin Support Inspection and Modification

- Applicability:** Model 206A and 206B S/N 4 through 1163 fitted with a vertical fin assembly that has an external doubler installed on LH side adjacent to the support forgings.
- Requirement:** To prevent fatigue failure of vertical fin supports, inspect for cracks and modify per Bell ASB 206-91-60. Support forgings found cracked must be renewed before further flight.
- Compliance:** By 30 November 1991
- Effective Date:** 30 August 1991

DCA/BELL206B/55 Sungear - Replacement

- Applicability:** Models 206A, 206B, 206L, 206L-1 and 206L-3 with sungear P/N 206-040-662-101 installed and S/Ns detailed in Bell ASB 206-90-56 or 206L-90-69 as applicable.
- Requirement:** To prevent premature wear of the sungear and mating spur gears which could result in transmission failure, accomplish the following:
- At next sungear inspection, replace sungears which have the S/Ns list in Bell ASB 206-90-56 or 206L-90-69 as applicable.
- If the listed S/Ns are found in service, inspect per Part 2 of the ASB. If wear or damage exceeds the specified limits, remove and replace the affected spur gears with serviceable parts before further flight.
- (FAA AD 92-06-12 refers)
- Compliance:** At next routine inspection of the main transmission sungear, or within the next 1500 hours TIS, whichever is the sooner.
- Effective Date:** 30 April 1992

DCA/BELL206B/56 Main Rotor Pillow Block Bolts - Replacement

- Applicability:** All model 206A, 206B, 206L, 206L-1, and 206L-3 series.
- Requirement:** To prevent failure, replace main rotor pillow block bolts per Bell ASB 206-92-66 or 206L-92-79 as applicable.
- Compliance:** By 31 July 1992
- Effective Date:** 26 June 1992

DCA/BELL206B/57A Trunnion Master Spline - Inspection

- Applicability:** Model 206A, 206B, 206B-1, 206L, 206L-1, 206L-3 and 206L-4 fitted with trunnion P/N 206-011-113-103 or 206-011-120-103.
- Requirement:** To prevent pitch link misalignment, accomplish the following:-
- Inspect the trunnion master spline for proper positioning per Parts I and II of Bell ASB 206-93-75 or 206L-93-90, Revision A as applicable. If the master spline is not in the proper position, replace the trunnion per the applicable maintenance manual before further flight.
- (FAA AD 94-20-03 refers)
- Compliance:** Within next 50 hours TIS or 90 days, whichever is the sooner.
- Effective Date:** DCA/BELL206B/57 24 December 1993
DCA/BELL206/57A 20 January 1995

DCA/BELL206B/58 Main Rotor Trunnions - Replacement

Applicability: All Model 206 series fitted with trunnion P/N 206-011-113-103.

Requirement: To prevent main rotor trunnion failure, remove from service trunnions having the following serial numbers A1-00823 through A1-00861, except A1-00825 and A1-00842.

(Bell ASB 206-94-80 refers)

Compliance: Before further flight.

Effective Date: 5 August 1994

DCA/BELL206B/59 Main Rotor Blade - Inspection and Rework

Applicability: Model 206A and 206B fitted with main rotor blade P/N 206-010-200-133, having a S/N with prefix "A", except for those blades with S/Ns listed as exempt in Bell ASB 206-93-77.

Model 206L, 206L-1, 206L-3 and 206L-4 fitted with main rotor blade P/N 206-015-001-107, having a S/N with prefix "A", except for those blades with S/Ns listed as exempt in Bell ASB 206L-93-92.

Requirement: To prevent failure of the main rotor blade and subsequent loss of the helicopter, accomplish the following:

Inspect and rework per Part I of Bell ASB 206-93-77 or 206L-93-92 as applicable. If cracks are found rectify or replace per ASB 206-93-77 or 206L-93-92 as applicable before further flight.

(FAA AD 94-15-07 refers)

Compliance: Within next 50 hours TIS.

Effective Date: 30 September 1994

DCA/BELL206B/60A Swashplate Support Assembly - Inspection

Applicability: Model 206A, 206A-1, 206B, 206B-1, 206L, 206L-1 and 206L-3 series fitted with swashplate support assembly, P/N 206-010-452-001, -005, or -109.

Requirement: To prevent failure of the swashplate support assembly and subsequent loss of control of the helicopter, accomplish the following:-

Inspect the swashplate support assembly in the fillet radius area for cracks per Bell ASB 206-93-74 Rev B or 206L-93-89 Rev B, as applicable. Replace any cracked swashplate support assembly with an airworthy assembly before further flight.

(FAA AD 94-19-02 refers)

Note 1: Installation of a swashplate support assembly, P/N 206-010-452-113, constitutes a terminating action for the requirements of this airworthiness directive. The swashplate support assembly, P/N 206-010-452-113, has a life limit of 4,800 hours TIS.

Compliance: At 1500 hours TTIS or within next 25 hours TIS, whichever is the later, and thereafter at intervals not to exceed 50 hours TIS.

Note 2: The 50 hour inspection between the scheduled inspections may be accomplished by the pilot subject to:

- (a) Adequate instruction by LAME responsible for the aircraft.
- (b) Certificate of Release to Service endorsed to refer to inspection requirement.
- (c) Copy of Bell ASB 206-93-74 Rev B or 206L-93-89 Rev B, as applicable to be attached to the Certificate of Release to Service.

Effective Date: DCA/BELL206B/60 - 28 October 1994
DCA/BELL206B/60A - 10 April 1998

DCA/BELL206B/61 Bearing Support Bracket - Inspection

Applicability: Model 206A and 206B fitted with tail rotor drive shaft hangar bearing support brackets. P/N 206-030-407 or -433.

Models 206L, 206L-1 and 206L-3 fitted with brackets, P/N 206-033-412.

Requirement: To prevent failure of the tail rotor drive shaft system, accomplish the following:-
Inspect and rework brackets, P/N 206-030-407 or -433 per Bell Alert SB 206-92-69.
Inspect and rework brackets, P/N 206-033-412 per Bell Alert SB 206L-92-84. If multiple cracks are found, or if a crack is found that equals or exceeds 0.10 inches in length, replace the bracket before further flight.

(FAA AD 94-24-11 refers)

Compliance: Within next 100 hours TIS, and prior to installing any affected brackets on a helicopter.

Effective Date: 14 April 1995

DCA/BELL206B/62 Cancelled – FAA AD 95-09-06 refers

Effective Date: 31 October 2013

DCA/BELL206B/63 Crosstube Assemblies - Removal

Applicability Model 206A, 206B, 206L, 206L-1, 206L-3 and 206L-4 with cross tube assemblies BHTI P/N 206-050-107, 206-050-119, 206-050-134, 206-050-157, 206-050-169, 206-053-109, 206-053-119 and 206-053-129 (all dash numbers), or Airbourne Supply Inc P/N AB206-050-107, AB206-050-119, or AB206-053-109 (all dash numbers).

Requirement: To prevent failure of the crosstubes accomplish the following:-

Remove any affected crosstube and replace it with an airworthy crosstube per the appropriate maintenance manual or service instructions. Any crosstubes removed as a result of this airworthiness directive shall be permanently marked as unairworthy.

If the crosstubes' P/N cannot be determined by reference to the crosstubes, if possible determine the P/N by reference to the maintenance records or other aircraft records. If the crosstubes' P/N cannot be determined, replace the crosstubes with airworthy crosstubes per the appropriate maintenance manual or service instructions.

(FAA AD 95-11-14 refers)

Note: For BHTI P/N 206-053-109 and 206-053-119, the P/N is vibro-etched on the upper cuff of the crosstube on the aft side on both forward and aft crosstubes; for BHTI P/N 206-053-129, the P/N is vibro-etched on the bottom of the cuff on both forward and aft crosstubes; for BHTI P/N 206-050-107, 206-050-119, 206-050-134, 206-050-157 and 206-050-169, the P/N is stamped in ink on the crosstube, which is shipped without paint (once the helicopter is painted, the P/N is covered); and for Airbourne Supply Inc, P/N AB206-050-107, AB206-050-119, and AB206-053-109 the P/N is rubber stamped at the bottom end of the crosstube.

Compliance: By 31 December 1995

Effective Date: 29 September 1995

DCA/BELL206B/64 Fuel Drain Tubes - Modification

Applicability	Model 206L-1	S/N	45154 through to 45790.
	Model 206L-3	S/N	51001 through to 51612.
	Model 206L-4	S/N	52001 through to 52158.

Requirement: To prevent possible fire hazard caused by fuel reaching the fuel pump and starter-generator during airframe fuel filter drainage, accomplish the following:-

Ensure a positive drain of fuel by reworking fuel drain tubes P/N 206-064-228-001 and 206-064-229-001 per BHTC ASB 206L-96-103, Revision A.

(Transport Canada AD CF-96-10 refers)

Compliance: Within next 25 hours TIS.

Effective Date: 18 May 1996

DCA/BELL206B/65 Cancelled – Transport Canada AD CF-2013-28 refers

Effective Date: 18 October 2013

DCA/BELL206B/66B Unapproved Components - Removal

Applicability: Model 206 series fitted with any of the following components.

Main Rotor Grips	P/N 206 010 102 13	
Serial Numbers:	J11-9559	J11-9750
Float Bottles	P/N 26AF1022-01	
Serial Number:	943799	943826

Requirement: To prevent possible in-service failure of unapproved components, remove the components listed from service.

Any of the components listed held as spares must not be fitted to any helicopter.

Compliance: Before further flight.

Effective Date: DCA/BELL206B/66A - 27 November 1996
DCA/BELL206B/66B - 14 February 1997

DCA/BELL206B/67 Kratos Turbine Outlet Temperature Indicators - Removal

Applicability: Model 206L-1 fitted with Kratos turbine outlet temperature (TOT) indicators P/N 124.444-6 or 124.444-20.

Requirement: To prevent false temperature indications, which could result in an over-temperature condition of the engine turbine and subsequent thermal damage to engine components, accomplish the following:-

Remove Kratos indicator P/N 124.444-6 or 124.444-20 and replace it with any other TOT indicator approved for use on the Bell 206L-1. Bell ASB 206L-94-94 also refers.

(Transport Canada AD CF-96-13 refers)

Compliance: Within next 100 hours TIS.

Effective Date: 25 October 1996

DCA/BELL206B/68 Main Rotor Mast and Trunnion - Retirement Index Number

Applicability: Model 206L, 206L-1, 206L-3, and 206L-4 helicopters, fitted with main rotor mast, P/N 206-040-535-001, -005, -101, or -105, or fitted with a main rotor trunnion, P/N 206-011-120-103.

Requirement: To prevent fatigue failure of the mast or trunnion, which could result in loss of the main rotor system and subsequent loss of the helicopter, accomplish the following:-

1. Create a component history card or an equivalent record for the affected mast and trunnion.
2. Determine the accumulated Retirement Index Number (RIN) to date based on the number of takeoffs and external load lifts (torque events) for parts in service per paragraphs 1 and 2 of the Accomplishment Instructions of Bell Helicopter Textron, ASB 206L-94-99, Revision A. Record this accumulated RIN on the component history card.
3. After complying with paragraphs 1 and 2 of this AD, during each operation thereafter, maintain a count of the number of external load lifts and the number of takeoffs performed and at the end of each days operations, increase the accumulated RIN on the component history cards as follows:-
 - (a) For the trunnion,
Increase the RIN for the Model 206L, 206L-1, and 206L-3 helicopters by 1 for each torque event.
Increase the RIN for the Model 206L-4 helicopters by 2 for each torque event.
 - (b) For the mast, increase the RIN for the Model 206L, 206L-1, 206L-3, and 206L-4 helicopters by 1 for each torque event.
4. Remove the trunnion from service on or before attaining the maximum accumulated RIN (24,000) per Table 1 of the Accomplishment Instructions of ASB 206L-94-99, Revision B.
5. Remove the mast from service on or before attaining the maximum accumulated RIN (44,000) or the flight hour service life limit, whichever occurs first, per Table 2 of the Accomplishment Instructions of ASB 206L-94-99, Revision B.

(Transport Canada AD CF-97-03 and FAA AD 97-07-07 refer)

Compliance: Within next 100 hours TIS unless already accomplished.

Effective Date: 4 July 1997

DCA/BELL206B/69 Main Rotor Pitch Link Data Plate - Inspection

Applicability: All model 206 series.

Requirement: To detect and correct corrosion of main rotor pitch links under their data plates, accomplish the following:-

Inspect all main rotor pitch link data plates for signs of de-bonding. If there are any signs of de-bonding, before further flight, remove the data plate and rectify as follows:

1. Remove any traces of corrosion from the pitch links, per limits specified in the applicable Bell CRandO manual.
2. Chemically treat area with alodine.
3. Apply primer and topcoat.
4. Re-install data plate using PR 1422 B.
5. Report any defects found to the CAA.

Compliance: Within next 100 hours TIS.

Effective Date: 8 May 1998

DCA/BELL206B/70 Tailboom Assembly – Inspection and Modification

Applicability: Model 206L series. Tailboom assemblies modified per Bell TB 206L-96-191, or BHT-206-SRM-1, section 63-4, with upper tailboom skin P/N 206-033-004-155 installed, are not affected by this airworthiness directive.

Requirement: To ensure the structural integrity of all affected tailbooms, accomplish the following as applicable:-

Part 1.

Applies to Model 206L series, S/N 45001 through 51283, having unmodified tailboom assemblies P/N 206-033-004-003, -011, -045 and -103.

Modify the tailboom between boom station BS 151.15 and 159.35 by installing doubler P/N 206-704-167-111 with clip P/N 206-033-407-119, and re-identify the tailboom by adding the suffix "FM" to the original P/N as outlined in Part I of Bell ASB 206L-87-47 Revision C.

Part 2.

Applies to the following Model 206L series:

Model 206L S/N 45003 through 45153, and 46601 through 46617

Model 206L-1 S/N 45154 through 45790

Model 206L-3 S/N 51001 through 51283

having tailboom assemblies of the following P/Ns:

206-033-004-003FM, -003FM1

206-033-004-011FM, -011FM1, -011FM2, -011FM3

206-033-004-103FM, -103FM1

206-033-004-045FM

(a) For tailbooms with a sheet metal tail rotor gearbox support, perform an Eddy Current inspection as outlined in Part I of ASB 206L-97-107 Revision A.

(b) For tailbooms with a cast tail rotor gearbox support P/N 206-033-426-001 and that do not have upper skin P/N 206-033-004-155 installed, install nutplate assemblies as per Part II of ASB 206L97107 Revision A.

Note: For all Model 206L helicopters affected by Parts 1 and 2 above, replacement of the tailboom with any tailboom listed below constitutes terminating action for the requirements of this airworthiness directive:

206-033-004-003FM2

206-033-004-011FM4

206-033-004-103FM2

206-033-004-045FM1, -045FM2

206-033-004-143, -143FM1

206-033-004-175, -175FM1

206-033-004-177

(Transport Canada AD CF-98-27 refers)

Compliance: Part 1 - Within the next 200 hours TIS or by 31 May 1999, whichever is the sooner.

Part 2 (a) - Within next 100 hours TIS and thereafter at intervals not to exceed 1000 hours TIS.

Part 2 (b) - Within the next 200 hours TIS or by 31 May 1999, whichever is the sooner.

Effective Date: 20 November 1998

DCA/BELL206B/71C Cancelled – TC AD CF-1998-42R4 refers

Effective Date: 31 October 2013

DCA/BELL206B/72B Cross Tube Assemblies – Inspection and Removal

Applicability: Model 206 series helicopters fitted with cross tube assemblies (cross tubes) of older design having rivet holes in the support area for rivet-on supports with the following P/N, but not limited to P/N:

- (i) Aeronautical Accessories Inc. 206-321-001 and -002
- (ii) Airborne Supply Inc. AB206-050-107-025 and -027
AB206-050-119-005 and -007
- (iii) Bell Helicopter 206-050-107-011, -013, -025 and -027
206-050-119-001, -003, -005 and -007
206-050-134-001, -003, -005, -007, -009 and -011
206-050-157-001 and -003
206-050-169-001, -003, -011 and -013
206-053-109-001, -003, -005 and -007
206-053-119-001 and -003
206-053-129-009, -011, -101 and -103

(iv) Other manufacturers, as approved by the FAA under Parts Manufacturer Approval (PMA).

Note 1: Riveted cross tubes P/N 206-050-2xx-xxx and 206-053-2xx-xxx with newer configurations which have rivet holes only on the sides of the cross tube are not affected by this AD.

Note 2: DCA/BELL206B/72B revised to align the applicability with Transport Canada AD CF-98-43 and remove the reference to Transport Canada AD CF-95-17. The requirements in AD CF-95-17R2 is mandated by DCA/BELL206/114.

Requirement: To prevent possible failure of cross tube assemblies, accomplish the requirements in Transport Canada AD CF-98-43.

(Transport Canada AD CF-98-43 refers)

Compliance: At the next maintenance inspection, or the next 50 hours TIS, or by 26 August 2012 whichever occurs sooner, unless previously accomplished.

Effective Date: DCA/BELL206B/72 - 12 February 1999
DCA/BELL206B/72A - 4 June 1999
DCA/BELL206B/72B - 26 July 2012

DCA/BELL206B/73 Collective Lever Assembly - Inspection

Applicability: Model 206A aircraft, S/N 004 through to 660 and 672 through to 715.
Model 206B aircraft, S/N 661 through to 671, 716 through to 4529, and 5101 through to 5267.
Model 206L aircraft, S/N 45004 through to 45153 and 46601 through to 46617.
Model 206L-1 aircraft, S/N 45154 through to 45790.
Model 206L-3 aircraft, S/N 51001 through to 51612.

Requirement: To ensure adequate clearance between the collective lever and the swashplate outer ring, accomplish the following:-

1. Inspect the clearance between the collective lever assembly and the swashplate outer ring per BHTC ASB 206-00-93 Revision A, or 206L-00-116 as applicable. If the clearance is 0.060 inch (1.52 mm) or less, remove the raised forging boss before further flight per the applicable ASB.
2. Regardless of the clearance measured per the inspection above, remove the raised forging boss per the applicable ASB.

(Transport Canada AD CF-2000-13 and FAA AD 2001-02-03 refers)

Compliance: 1. By 31 July 2000.
2. At the next removal of the collective lever assembly but no later than 31 January 2001.

Effective Date: 29 June 2000

DCA/BELL206B/74 Soloy Engine RPM Sensor - Flight Manual Revision

Applicability: Model 206B and 206L series, fitted with Allison 250-C20R engine and Soloy engine power-out warning sensors, P/N 206-075-545-001, per STC SH 95-46 (FAA STC SH4179NM) or SH 95-45 (FAA STC SH4169NM).

Requirement: To alert pilots of a potential false engine-out warning from the Soloy sensor when practicing autorotations, revise the Limitations section of the applicable approved STC Rotorcraft Flight Manual Supplement by adding the following Warning statement and Note.

WARNING: For aircraft with an engine-out sensor other than P/N 680-2551-1 only. To prevent false engine-out signals, the following procedure must be followed during practice auto-rotations. When entering a practice auto-rotation, avoid a pausing or creeping movement of any throttle decrease or increase between full open and idle. If movement is not made at a firm and continuous rate, N1 RPM undershoot and/or oscillation may occur causing a momentary false engine-out warning light and audio indication.

NOTE: Ensure N1 RPM idle speed is set at 62-64%.

(Transport Canada AD CF-2001-13 refers)

Compliance: 28 July 2001

Effective Date: 28 June 2001

DCA/BELL206B/75A Tedeco Chip Detector – Continuity Test and Replacement

Applicability: Model 206A, 206A-1, 206B, 206B-1, 206L, 206L-1, 206L-3 and 206L-4 aircraft fitted with Tedeco B3188B and B4093 chip detector assemblies.

Note: AD applicability revised to include model 206L-3 and 206L-4 aircraft. Aircraft in compliance with DCA/BELL206B/75 are not affected by this AD.

Requirement: To ensure the chip detector provides intended warning function, accomplish the following:

1. Perform a continuity test of the chip detector assemblies and repair if necessary, per the test procedure and repair instructions in Bell Helicopter Textron Canada ASB No. 206-01-96 revision A or ASB 206L-01-119 revision A, as applicable.
2. Replace any assemblies repaired per requirement 1 of this AD. (FAA AD 2003-13-14 and Transport Canada AD CF-2001-33 refers)

Compliance:

1. Within the next 75 hours TIS, unless already accomplished.
2. Within the next 300 hours TIS or by 29 November 2008, whichever occurs sooner.

Effective Date: DCA/BELL206B/75 - 25 October 2001
DCA/BELL206B/75A - 29 November 2007

DCA/BELL206B/76 Memcor Truohm Magnetic Brake - Inspection and Repair

Applicability: Model 206L-1 and 206L-3 fitted with IFR kit 206-705-001, -101, or -103 and all spare magnetic brakes P/N 204-001-376-003 manufactured by Memcor Truohm as P/N MP 498-3. Magnetic brakes P/N 204-001-376-003 made by other manufacturers are not affected.

Requirement: The stop screws (Memcor P/N MS51959-3) may have been installed without the proper adhesive. This may allow the screws to loosen and limit the travel of the brake arm assembly, which could limit the movement of the flight controls. To prevent this, inspect each magnetic brake P/N 204-001-376-003 per Bell ASB 206L-01-122, and repair, as necessary. (Transport Canada AD CF-2002-16 and FAA AD 2004-22-13 refers)

Compliance: Within next 100 hours TIS unless already accomplished.

Effective Date: 30 May 2002

DCA/BELL206/77 Main Rotor Transmission Drag Pin Attachment Studs – Inspection

Applicability: All model 206B series.

Requirement: To prevent loss of main rotor transmission oil caused by loose drag pin attachment studs, accomplish the following:-

Inspect the studs that attach the main rotor transmission drag pin to the base of the transmission to ensure that the studs are not loose. Signs of an oil leak at the base of the transmission may be evidence that one or more studs are loose. If any of the studs are found to be loose, rectify before further flight.

Remove the split pins from the studs and lock wire the studs together in pairs using 0.040" lock wire.

Note: An occurrence has been reported where one stud complete with nut and split pin had unscrewed completely causing a substantial oil loss. (NZ occurrence refers)

Compliance: Within next 100 hours TIS.

Effective Date: 30 October 2003

DCA/BELL206/78C Tail Rotor Blade Trailing Edge Cracks – Inspection

Applicability: Model 206A, 206B fitted with tail rotor blade P/N 206–016–201–131 and P/N 206–016–201–133 with S/N listed in Bell Helicopter Textron Alert Service Bulletin No. 206-04-100 revision C.

Model 206L, 206L-1, 206L-3 and 206L-4 aircraft fitted with tail rotor blade P/N 206–016–201–131 with S/N listed in Bell Helicopter Textron Alert Service Bulletin No. 206L-04-127 revision C.

Note 1: AD applicability revised to include model 206L-3 aircraft. Aircraft in compliance with DCA/BELL206/78B are not affected by this AD.

Requirement: To detect cracking of the tail rotor blade, accomplish the following:

1. Determine if the tail rotor blades are in the range of affected S/Ns. If so inspect per part 1 of the applicable ASB. If a crack is found replace blade before further flight.

Note 2: The 3 hour TIS may be accomplished by adding the inspection requirement to the tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

2. Perform detailed visual inspection of the tail rotor blade with appropriate lighting and magnification, per part 2 of the applicable ASB. If a crack is found replace blade before further flight.

3. Remove affected tail rotor blades and return to the repair facility indentified in part 3 of the applicable ASB for skin thickness check. Tail rotor blades with unacceptable blade skin thickness are to be removed from service.

4. Inspect the maintenance records of the affected blades to determine if the blades had been previously repaired following the inspection called by the previous revisions of this AD. If it has been repaired, contact the blade repair shop to determine if the weight of the trailing edge root weight package had changed. If the weight package was increased, the tail rotor blade is to be sent for rebalancing, per part 3 of the applicable ASB.

5. Inspect rotor blades for skin damage, per part 4 of the applicable ASB.

(FAA AD 2007-01-06 and Transport Canada AD CF-2004-05R2 refers)

Compliance: 1. Before further flight and thereafter at the intervals prescribed in the applicable ASB.

2. Within next 100 hours TIS and thereafter at intervals not to exceed 100 hours TIS.

3. and 4. By 29 May 2008.

5. Within the next 100 hours TIS and thereafter at intervals not to exceed 100 hours TIS or if skin damage is identified.

Effective Date: DCA/BELL206/78B - 30 June 2005
DCA/BELL206/78C - 29 November 2007

DCA/BELL206/79A Freewheel Assembly - Inspection

Applicability: Model 206L-4 fitted with freewheel aft bearing cap, P/N 406-040-509-101, S/N A-1833 through to A-1912.

Requirement: Transport Canada has been advised that a manufacturing oversight has occurred where a lubrication channel to allow oil flow has not been machined into the aft bearing cap of some freewheel units. As a lack of lubrication may adversely affect the durability and potentially the function of the freewheel unit, it is necessary to accomplish the following:

1. Identification of Affected Aft Bearing Caps

Determine the aft bearing cap serial number to identify if this directive is applicable as per Part I of ASB 206L-04-129 revision A, or later revisions approved by Transport Canada.

2. Rework of Affected Freewheel Assemblies

Rework the affected freewheel assemblies as per Part II or III of ASB 206L-04-129 revision A, as stipulated by the calculated average engine start cycle count identified in the ASB, or later revisions approved by Transport Canada.

3. Terminating Action

Rework the affected freewheel assemblies as per Part IV of ASB 206L-04-129 revision A, or later revisions approved by Transport Canada.

(Transport Canada AD CF-2004-17R1 refers)

Compliance:

1. Upon receipt of this directive.
2. Within the next 50 hours TIS.
3. Within the next 300 hours TIS, but no later than 30 June 2005.

Effective Date: DCA/BELL206/79 - 27 January 2005
DCA/BELL206/79A - 31 March 2005

DCA/BELL206/80 Low Fuel Sender - Replacement

Applicability: Model 206L series helicopters fitted with Low Fuel Level Level Detector Unit P/N 206-063-613-003, serial numbers: 1413, 1414, 1415, 1424, 1428, 1430, 1432 and 1433.

Requirement: It was determined that eight discrepant Low Fuel Level Detectors may have been installed on Model 206L helicopters. These detectors can fail to indicate the low fuel condition. Accordingly to prevent an erroneous fuel reading being presented to the pilot, that could lead to unexpected fuel exhaustion, remove from service Low Fuel Level Detector unit P/N 206-063-613-003, serial numbers: 1413, 1414, 1415, 1424, 1428, 1430, 1432 and 1433 as per BHTC ASB 206L-04-132, Revision A, dated 4 October 2004, or later revisions approved by Transport Canada.

(Transport Canada AD CF-2004-24 refers)

Compliance: By 28 February 2005

Effective Date: 27 January 2005

DCA/BELL206/81A Tail Rotor Blade Doubler – Inspection and Replacement

Applicability: Model 206A, 206A-1, 206B, 206B-1, 206L, 206L-1, 206L-3 and 206L-4 aircraft, fitted with tail rotor blade P/N 206- 016-201-131, S/N CS4820 through to CS4845.

Note: AD applicability revised to include model 206L-3 aircraft. Aircraft in compliance with DCA/BELL206/81 are not affected by this AD.

Requirement: An inadequate surface preparation on a limited number of blades resulted in two instances of blade root doubler de-bonding. To ensure blade integrity, all suspected blades are to be checked daily until removed from service. Spares inventory should be checked to ensure affected blades are identified and marked as not airworthy.

1. Identification of Affected Tail Rotor Blades

Verify if the aircraft is fitted with rotor blades identified in the “Blades Affected” section of the applicable Alert Service Bulletin as listed below. If the aircraft is fitted with an affected blade, enter the P/N and S/N number into the aircraft logbook. If not fitted, indicate in the logbook that the aircraft is not fitted with blades affected by this AD.

2. Check for Tail Rotor Doubler De-bonding

Check the affected blades in accordance with part 1 of the applicable ASB listed below or later revisions approved by Transport Canada.

3. Replacement of the Blades

Replace all affected blades in accordance with part 2 of the applicable Alert Service Bulletin listed below or later revisions approved by Transport Canada.

<u>Helicopter Model:</u>	<u>Alert Service Bulletin:</u>
206A/B series	206-04-101
206L series	206L-04-131

(FAA AD 2005-21-03 and Transport Canada AD CF-2004-25 refers)

Compliance:

1. Before further flight, unless already accomplished.
2. Daily, until blade replacement.
3. Within the next 100 hours TIS or 29 January 2008, whichever occurs sooner.

Effective Date: DCA/BELL206/81 - 27 January 2005
DCA/BELL206/81A - 29 November 2007

DCA/BELL206/82 Door Handle – Inspection and Rework.

Applicability: Model 206B S/N 3567 through to 4577 and 5101 through to 5284.

Requirement: To detect and correct possible “D” handle disconnection from the latching mechanism, resulting in the handle turning freely and not opening the door, inspect the inside door handle assembly in accordance with ASB 206-04-102. If the inspection indicates the need for rework of the handle, perform this task in accordance with ASB 206-04-102.

(Transport Canada AD CF-2004-27 refers)

Compliance: Within next 100 hours TIS.

Effective Date: 31 March 2005

DCA/BELL206/83C Fuel Distribution System – Inspection and Modification

Applicability: Model 206A and 206B aircraft, S/N all through to 5305.

Note 1: The applicability of this AD expanded to include aircraft model 206A which have been converted to a model 206B.

Requirement: To prevent the possibility of arcing in the main fuel cell due to inadequate electrical grounding of the fuel boost pump and the fuel drain solenoid valve, combined with fuel hoses contact, accomplish the following:

1. Electrical Grounds: Inspect and modify the electrical grounds of the fuel pumps and solenoid valve, per the instructions in part I of Bell Helicopter Textron Canada (BHTC) Alert Service Bulletin ASB 206-05-103 dated 11 February 2005 or later approved revisions.
2. Clamping of the Purge Hose and Boost Pump positioning: Accomplish the instructions in part II of ASB 206-05-103 revision A or later approved revisions.
3. Fuel Purge Restrictor: Inspect the fuel restrictor installation per the instructions in part III of ASB 206-05-103 revision A or later approved revisions. Install a restrictor if required, per the instructions in part III of ASB 206-05-103 revision A or later approved revisions.
4. Fuel Filter: Inspect and modify the fuel filter installation per the instructions in part IV of ASB 206-05-103 revision A or later approved revisions.

(Transport Canada AD CF-2005-10R3 refers)

Compliance:

1. Within the next 100 hours TIS or by 15 January 2008 whichever occurs sooner, unless already accomplished.
2. By 15 January 2008, unless already accomplished.
3. Within the next 100 hours TIS or by 15 January 2008 whichever occurs sooner, unless already accomplished.
4. Within the next 100 hours TIS or by 15 January 2008 whichever occurs sooner, unless already accomplished, and thereafter at intervals not to exceed 24 months inspect and clean the fuel filter per paragraph 2 of part IV in ASB 206-05-103 revision A or later approved revisions.

Note 2: The maintenance program is to be amended to require a recurring 24 month inspection and cleaning of the fuel filter per paragraph 2 of part IV in ASB 206-05-103.

Effective Date: DCA/BELL206/83B - 30 November 2006
DCA/BELL206/83C - 25 October 2007

DCA/BELL206/84 Forward and Aft Cross Tubes – Inspection and Replacement

Applicability: Model 206A and 206B aircraft fitted with high forward crosstube P/N 206-321-001 with S/Ns 1001 through to 1152, and high aft crosstube P/N 206-321-002 with S/N 2001 through to 2152 fitted in accordance with Aeronautical Accessories, Inc. Supplemental Type Certificate SH1392SO.

Requirement: To detect cracks in the crosstube, which could lead to crosstube failure, collapsing of the landing gear and subsequent loss of control of the aircraft, remove each crosstube and inspect for cracks per Aeronautical Accessories, Inc. Alert Service Bulletin AA-03121. Replace cracked crosstubes prior to further flight. (FAA AD 2005-16-04 refers)

Compliance: Within the next 300 hours TIS or by 29 November 2005, whichever occurs first.

Effective Date: 29 September 2005

DCA/BELL206/85A Turbine Steady RPM Operation Avoidance – AFM Amendment and Decal

Applicability: Model 206L-3 aircraft, S/Ns 51001 through to 51612 and
Model 206L-4 aircraft, S/Ns 52001 through 52313, excluding aircraft fitted with 250-C20R engines per STC SR00036SE (twin engine conversion).

Note: AD applicability revised to exclude aircraft embodied with STC SR00036SE.

Requirement: To prevent the failure of the third stage turbine wheel used in both the Rolls-Royce 250-C30S and 250-C47B engines, due to detrimental vibrations which can occur within a particular range of turbine speed, accomplish the following:

1. Insert the appropriate revision 6 amendment, dated 26 April 2005 (or later Transport Canada approved revision) in flight manual BHT-206L3-FM-1 and/or flight manual BHT-206L4-FM-1. Notify the pilot of this change.
2. Install a decal, as per Bell Helicopter Textron Canada (BHTC) Alert Service Bulletin 206L-05-134, dated 8 June 2005, or later Transport Canada approved revision.
(Transport Canada AD CF-2005-28R1 refers)

Compliance: 1. and 2. By 26 August 2007, unless already accomplished.

Effective Date: DCA/BELL206/85 - 22 December 2005
DCA/BELL206/85A - 26 July 2007

DCA/BELL206/86 Cancelled – DCA/BELL206/87 refers

Effective Date: 1 June 2006

DCA/BELL206/87 Main Rotor Blade Grip Plate Tang – Inspection and Rework

Applicability: Bell 206A and 206B aircraft and Agusta Bell Model 206A and 206B aircraft, Fitted with main rotor blades P/N 206-010-200-(all dash numbers) having a S/N with the prefix A-xxxx, except S/Ns A-3586, A-3915, A-4044, A-4087, A-4095, A-4130, A-4132, A-4133, A-4134, A-4135, A-4137, A-4143, A-4145, A-4146, A-4147, A-4150, A-4154, A-4155, A-4157, A-4163, A-4167, A-4174, A-4175, A-4179, A-4202, A-4206, A-4217, A-4221, A-4224, A-4277, A-4302, A-4363, A-4366, A-4375, A-4398, A-4400, A-4403, A-4411, A-4414, A-4423, A-4446, A-4497, A-4503, A-5714, and subsequent S/Ns.

Requirement: To detect tool mark damage on the edges of the grip plate tangs, which if left undetected could lead to cracking, inspect and rework the grip plate tangs, per Textron Bell 206-02-99 or Agusta Technical Bulletin No. 206-239, as applicable. (ENAC AD 2005-406 refers - Agusta Bell aircraft)

Compliance: Within the next 100 hours TIS, or by 1 June 2007, whichever occurs sooner.

Effective Date: 1 June 2006

DCA/BELL206/88A Forged Vertical Stabilizer Supports – Inspection and Torque Check

Applicability: Model 206 A and 206 B aircraft, S/Ns 004 through to 3906 fitted with two-piece fin supports P/Ns 206-031-417-003/-007 and 206-031-418-001/-005.

All model AB 206A and AB 206B aircraft fitted with vertical fin supports P/Ns 206-031-417-3/-7 and 206-031-418-1/-7.

Requirement: To prevent failure of the forged vertical stabilizer supports due to the possibility of the tail boom vertical fin supports and the adjoining mating surface of the vertical fin inserts being painted which is not appropriate since the paint coating may affect the security of the installation and may also affect the inspectability of the joints, accomplish the following:

1. Inspect and repair the vertical stabilizer and its supports per Bell Helicopter Textron (BHT) Alert Service Bulletin (ASB) No. 206-06-107 or Agusta Bolletino

Tecnico (BT) No. 206-240 or later approved revisions, as applicable to helicopter type.

2. Torque check the vertical stabilizer attaching hardware per ASB No. 206-06-107 or BT No. 206-240 or later approved revisions and per the aircraft maintenance program BHT-206A/B-Series-MM, revision 4.

(Transport Canada AD CF-2006-12 refers and EASA AD 2006-0275 refers)

- Compliance:**
1. Within the next 100 hours TIS, but no later than 29 December 2006, unless already accomplished.
 2. At intervals not to exceed 100 hours TIS.

Effective Date: DCA/BELL206/88 - 27 July 2006
DCA/BELL206/88A - 28 September 2006

DCA/BELL206/89 Cancelled - DCA/BELL206/93 refers

Effective Date: 26 April 2007

DCA/BELL206/90B Transmission Pylon Support Spindle – Replacement

Applicability: Model 206A and 206B series aircraft, and model AB206A and AB206B aircraft,

Fitted with Transmission Pylon Support Spindle P/N 206-031-554 repaired by Cadorath Aerospace Inc. with S/N B12-11568, B12-12244, B12-12260, B12-12647, B12-12676, B12-12847, B12-13292, B12-14395, B12-15750, B12-17149, B12-17266, B12-1828, B12-18649, B12-19330, B12-19381, B12-20668, B12-2224, B12-2286, B12-3595, B12-3774, B12-3808, B12-5171, B12-757, B12-8053, B12-8605, B12-932, B-21223, B-21297, B22005, B22515, B-22558, CAI3852, CAI3853, EA287, EA318, EA322, EA393, EA751, EA-761, MW546, RE1044, RE113 and RE743, or

Fitted with Transmission Pylon Support Spindle P/N 206-031-554 repaired by H-S Tools and Parts Inc. with S/N B12-11127, B12-12883, B12-13158, B12-13535, B12-13545, B12-13593, B12-13657, B12-13716, B12-14061, B12-14078, B12-15131, B12-15908, B12-16078, B12-16267, B12-16825, B12-16867, B12-17149, B12-17266, B12-18157, B12-18163, B12-18456, B12-19450, B12-21573, B12-3106, B12-605, B12-7627, B-22385, EA-391, MW445, MW506, MW546, RE278, RE329 and RE852.

Note: This AD revised to include spindles repaired by H-S Tools and Parts Inc.

Requirement: To prevent failure of the transmission pylon support spindles which could result in loss of aircraft control, inspect the aircraft log books and determine if an affected transmission pylon support spindle is fitted to the aircraft.
If an affected spindle is fitted to the aircraft, replace before further flight.
(TC AD CF-2007-02R1, EASA AD 2007-0089 and EASA AD 2007-0257 refer)

Compliance: Within the next 16 hours TIS, or by 24 October 2007 whichever occurs sooner, unless already accomplished.

Effective Date: DCA/BELL206/90A - 31 May 2007
DCA/BELL206/90B - 24 September 2007

DCA/BELL206/91 Exhaust Duct Clamps – Inspection and Replacement

- Applicability:** All model AB206A and AB206B aircraft.
- Requirement:** To prevent failure of the exhaust duct clamps which could result in loss of the duct and possibly cause further damage to the aircraft, inspect the exhaust duct grooved clamps P/N 4656AA and P/N 4606AC, per Agusta Bollettino Tecnico 206-242, dated 18 December 2006 or later approved revisions.
If the clamps are cracked or corroded, replace per ABT 206-242, before further flight. (EASA AD 2007-0043 refers)
- Compliance:** Within the next 50 hours TIS or 31 May 2007, whichever is the sooner, and thereafter at intervals not to exceed 100 hours TIS or 12 months, whichever is the sooner.
- Effective Date:** 29 March 2007

DCA/BELL206/92 Upper LH Tailboom Attachment – Inspection and Bolt Replacement

- Applicability:** Model 206A, 206B, 206L, 206L-1, 206L-3 and 206L-4 aircraft.
- Requirement:** To prevent failure of the upper LH tailboom attachment, accomplish the following:
1. Determine if the upper left-hand attachment fitted to the aircraft is a CRES steel fitting, P/N 407-030-750-103. If a CRES fitting is fitted, inspect the bolt assembly and if required, correct the washer installation per the instructions in Part I of Alert Service Bulletin (ASB) 206-06-110 or ASB 206L-06-140, as applicable.
 2. Replace the upper LH tailboom attachment bolt per the instructions in Part II of Alert Service Bulletin (ASB) 206-06-110 or ASB 206L-06-140, as applicable.
 3. Check the torque of the upper LH tailboom attachment per the instructions in the applicable Alert Service Bulletin (ASB) 206-06-110 or ASB 206L-06-140 and the applicable aircraft maintenance manual.
(Transport Canada AD CF-2007-01 refers)
- Compliance:**
1. Within the next 50 hours TIS.
 2. Within the next 100 hours TIS or annual inspection, whichever occurs sooner.
 3. Within the next 100 hour TIS after bolt replacement per Requirement 2.
- Effective Date:** 29 March 2007

DCA/BELL206/93 Main Rotor Latch Bolts - Replacement

- Applicability:** Model 206A and 206B aircraft, all S/N through to 3216, and
Model AB206A and AB206B aircraft, all S/N, and
Fitted with main rotor latch bolts P/Ns 206-010-169-001, 206-010-169-003 and 206-011-122-003.
- Requirement:** Re-evaluation of the structural analysis of the main rotor latch bolts has established the need for these bolts to be replaced.

To prevent failure of the main rotor latch bolts replace affected bolts, per Bell Textron Alert Service Bulletin (ASB) 206-06-109.
(Transport Canada AD CF-2006-23R1 and EASA AD 2006-0371-E refers)
- Note 1:** Accomplishment of DCA/BELL206/89 satisfies the requirements of this AD. This AD clarifies the applicability for those model 206B aircraft that have S/Ns within the range of the model 206A aircraft.
- Note 2:** Affected main rotor latch bolts listed in ASB 206-06-109 and held as spares, are not to be fitted to an aircraft.
- Compliance:** At the next scheduled main rotor hub disassembly, or by 28 May 2007, unless already accomplished, whichever is the sooner.
- Effective Date:** 26 April 2007

DCA/BELL206/94 Horizontal Stabiliser – Inspection and Replacement

Applicability: Model 206L series aircraft, all S/N.

Requirement: To prevent failure of the horizontal stabiliser due to the possibility of manufacturing defects causing cracks to develop in the skin which may result in loss of aircraft control, accomplish the following:

1. Inspect the aircraft and aircraft log books and determine the S/N of the horizontal stabiliser per the instructions in Part I of Alert Service Bulletin (ASB) No. 206L-06-141.

If an affected S/N horizontal stabiliser is not fitted to the aircraft, no further action is required.

If an affected S/N horizontal stabiliser is fitted to the aircraft, inspect the horizontal stabiliser per the instructions in Part II of ASB No. 206L-06-141. If any defects are found replace the horizontal stabiliser per the instructions in Part III of ASB No. 206L-06-141, before further flight.

2. Replace affected horizontal stabilisers per the instructions in Part III of ASB No. 206L-06-141.

(Transport Canada AD CF-2007-03 refers)

- Compliance:**
1. Within the next 100 hours TIS or by 30 June 2007, whichever is the sooner, and thereafter inspect affected parts at intervals not to exceed 600 hours TIS or annual inspection, whichever is the sooner, until requirement 2 of this AD is accomplished.
 2. By 30 November 2008.

Effective Date: 31 May 2007

DCA/BELL206/95C Tail Rotor Blades – Inspection and Replacement

Applicability: Model 206A, 206B, 206L, 206L-1, 206L-3 and 206L-4 aircraft, all S/N.
Model AB206A and AB206B, all S/N.

Note: This AD supersedes DCA/BELL206/95B with the applicability revised to include Agusta AB206A and AB206B series aircraft and the applicable SB. DCA/BELL206/95B was a revised 4 December 2010 to include Bell Helicopter Textron Canada (BHTC) ASBs which list additional affected tail rotor blades.

Requirement: To prevent balance weights departing from the tail rotor blades during flight, inspect the aircraft log books and determine if any affected tail rotor blades are fitted to the aircraft per Bell Helicopter Textron Canada (BHTC) ASB No. 206-07-116 or BHTC ASB No. 206L-07-148 as applicable, both at revision B, dated 29 November 2010 or later Transport Canada approved revisions, or Agusta Bollettino Tecnico BT 206-248 dated 20 December 2010 as applicable, or later EASA approved revisions.

If an affected tail rotor blade is found fitted, replace with an airworthy part before further flight.

(Transport Canada AD CF-2007-21R1 and EASA AD 2010-0272-E refer)

Compliance: Before further flight unless already in compliance with DCA/BELL206/95B.

Effective Date: DCA/BELL206/95A - 5 November 2007
DCA/BELL206/95B - 4 December 2010
DCA/BELL206/95C - 27 January 2011

DCA/BELL206/96 Tail Rotor Driveshaft Disc Assembly – Inspection and Replacement

Applicability: Model 206 series aircraft, S/N all through to 4618.
Model 206L series aircraft, S/N all through to 52340.
Model AB206A and AB206B aircraft, all S/N.

Requirement: To prevent failure of the disc assemblies fitted to the tail rotor driveshaft, accomplish the following:

1. Inspect the aircraft log book and disc assemblies P/N 32721-1 fitted to the aircraft, and establish the manufacturing date, the thickness and indexing, per the instructions in part 2 of Bell Helicopter Textron Alert Service Bulletin (ASB) No. 206-07-114 for 206 series aircraft, ASB No. 206L-07-145 for 206L series aircraft and Agusta Bollettino Tecnico (BT) No. 206-243 for AB206A and AB206B aircraft.

Note 1: If the manufacturing date is not between 1 November 2005 and 30 November 2006, no further action is required.

2. Replace any disc assembly that is not within the required thickness 0.115 - 0.127 inch (2.921 - 3.225 mm) per ASB No. 206-07-114, or ASB No. 206L-07-145, or BT No. 206-243 as applicable.

3. Replace any disc assembly that is not correctly indexed per ASB No. 206-07-114, or ASB No. 206L-07-145, or BT No. 206-243 as applicable.

4. For disc assemblies held as spares confirm the manufacture date. If the manufactured date is between 1 November 2005 and 30 November 2006 establish the thickness and indexing per the instructions in part 1 of the applicable service bulletin. If required adjust the thickness of the disc assembly by removing or adding new discs, and re-index if necessary, per the applicable Maintenance Manual. Attach a serviceable tag stating compliance with the requirements of this AD.

Note 2: If the manufacturing date is not between 1 November 2005 and 30 November 2006, no further action is required.
(Transport Canada AD CF-2007-16 and ENAC AD 2007-324 refers)

Compliance:

1. Within the next 25 hours TIS, or by 21 October 2007 whichever is the sooner.
2. Within the next 10 hours TIS.
3. Within the next 300 hours TIS, or next scheduled inspection, whichever comes sooner.
4. From 21 September 2007.

Effective Date: 21 September 2007

DCA/BELL206/97B Cancelled – Transport Canada AD CF-2018-23 refers

Effective Date: 5 September 2018

DCA/BELL206/98 Main Rotor Blades – Inspection and Replacement

Applicability: Model 206L, 206L-1 and 206L-3 aircraft fitted with main rotor blades P/N 206-015-001-001 or 206-015-001-103 and inboard trim tabs P/N 206-015-516-101.

Requirement: To prevent MRB failure accomplish the following:

Remove all main rotor inboard trim tabs P/N 206-015-516-101 per part II, paragraph A of Bell Helicopter Textron Inc. Alert Service Bulletin (ASB) No. 206L-85-35.

Accomplish the inspection and repair procedures as required, per part II, paragraphs B and C of ASB No. 206L-85-35.
(FAA AD 85-09-04 refers)

Compliance: Within the next 50 hours TIS, unless already accomplished.

Effective Date: 29 November 2007

DCA/BELL206/99 Stabilizer Assembly – Inspection and Replacement

Applicability: Model 206L-1 and 206L-3 aircraft fitted with stabilizer assembly P/N 206-023-119-151, S/N A0-02065, A0-02069, A0-02075, A0-02080, A0-02084, A0-02095, A0-02097, A0-02126, A0-02132, A0-02136, A0-02144, A0-02149, A0-02150, A0-02166 and A0-10644.

Requirement: To prevent possible failure of the stabilizer assembly, inspect the stabilizer assembly P/N 206-023-119-151 and establish if an affected S/N is fitted to the aircraft.
If an affected stabilizer is installed, replace before further flight.

Note: The P/N and S/N are located in the concave portion of the trailing edge of the stabilizer assembly (fixed portion) forward of the elevator assembly (movable portion). (FAA AD 87-15-01 refers)

Compliance: Within the next 25 hours TIS, unless already accomplished.

Effective Date: 29 November 2007

DCA/BELL206/100 Cancelled – FAA AD 96-18-05R1 refers

Effective Date: 21 December 2010

DCA/BELL206/101 Mast and Trunion – Life Limitation

Applicability: Model 206L, 206L-1, 206L-3 and 206L-4 aircraft, fitted with main rotor mast P/N 206-040-535-001, -005, -101 or -105, or main rotor trunnion P/N 206-011-120-103.

Requirement: To prevent fatigue failure of the mast or trunnion, which could result in loss of the main rotor system and loss of aircraft control, accomplish the following:

1. Determine the accumulated Retirement Index Number (RIN) to date based on the number of takeoffs and external load lifts (torque events) for parts in service in accordance with the instructions in paragraphs 1 and 2 of Bell Helicopter Textron Alert Service Bulletin (ASB) No. 206L-94-99 revision A. Create a component history card for the affected mast and trunnion and record this accumulated RIN on the component history card.
2. Maintain a count of the number of external load lifts and the number of takeoffs performed and at the end of each day's operations, increase the accumulated RIN on the component history card as follows:

For masts and trunnions fitted model 206L, 206L-1, and 206L-3 aircraft increase the RIN by 1 for each torque event. For masts and trunnions fitted to model 206L-4 aircraft increase the RIN by 2 for each torque event. Determination of the RIN count on the trunnion and mast shall be made per the instructions in ASB No. 206L-94-99. (FAA AD 99-17-19 refers)

Note 1: Previous Model 206L-4 mast RIN calculations may have increased the RIN by only 1 for each torque event. This AD increases the Model 206L-4 mast RIN by 2 for each torque event.

Compliance:

1. Within the next 100 hours TIS, unless previously accomplished.
2. Replace the trunnion at or before accumulating 24000 RIN per table 1 of ASB No. 206L-94-99.
Replace the mast at or before accumulating 44000 RIN or the TTIS life limit, whichever occurs sooner, per table 2 of ASB No. 206L-94-99.

Note 2: This AD revises the limitations section of the maintenance manual by establishing a retirement life of 44000 RIN for the mast and a retirement life of 24000 RIN for the trunnion.

Effective Date: 29 November 2007

DCA/BELL206/102 Canceled – EASA AD 2018-0175-E refers

Effective Date: 20 August 2018

DCA/BELL206/103C Cyclic Control Lever Installation – Inspection and Rework

Applicability: Model 206A aircraft, all S/N, and
Model 206B aircraft, all S/N, including aircraft converted from model 206A aircraft,
and
Model 206L series aircraft, all S/N, and
Model AB206A and AB206B aircraft, all S/N.
With less than 50 hours TSN and aircraft fitted with a cyclic lever assembly within the
last 50 hours TIS.

Note: Revision C of this AD revised to include model AB206A and AB206B aircraft in the
applicability and introduce Agusta Bollettino Tecnico 206-247. No action required for
Bell 206A, 206B and 206L series aircraft if already in compliance with
DCA/BELL206/103B.

Requirement: To prevent failure of the cyclic control lever assembly which could result in loss of
aircraft control, accomplish the following:
For 206A and 206B aircraft inspect the cyclic lever assembly installation Bell
Helicopter Textron Canada (BHTC) ASB 206-09-121 revision C dated 7 July 2009 or
later Transport Canada approved revisions.
For 206L series aircraft inspect the cyclic lever assembly installation per ASB 206L-
09-155 dated 10 March 2009 or later Transport Canada approved revisions.
For AB206 series aircraft inspect the cyclic lever assembly installation per Agusta
Bollettino Tecnico 206-247 Rev A dated 22 October 2009 or later EASA approved
revisions.
Correct any defects found per ASB 206-09-121 or ASB 206L-09-155 or BT 206-247,
as applicable, before further flight.
(Transport Canada AD CF-2009-10R1 and EASA AD 2009-0226 refer)

Compliance: For Bell 206A, 206B and 206L series aircraft:
Before further flight, unless previously accomplished.
For model AB206A and AB206B aircraft:
Within the next 25 hours TIS or by 31 January 2010 whichever occurs sooner.

Effective Date: DCA/BELL206/103A - 25 September 2009
DCA/BELL206/103B - 30 September 2009
DCA/BELL206/103C - 5 November 2009

DCA/BELL206/104 Pitch Horn Trunnion Bearings – Inspection and Replacement

Applicability: Model AB206A and AB206B aircraft, all S/N fitted with trunnion bearings P/N 206-011-105-1.

Requirement: To prevent failure of the trunnion bearings on the main rotor pitch horns, accomplish the following:

1. Inspect the trunnion bearings P/N 206-011-105-1 fitted to the main rotor pitch horns and determine whether the trunnion bearings have a lubrication hole per Agusta Alert BT 206-245 dated 20 March 2009 or later approved revisions.

If the lubrication hole is not found replace the trunnion bearing before further flight.

2. Trunnion bearings P/N 206-011-105-1 shall not be fitted to any aircraft unless inspected per Agusta Alert BT 206-245.

(EASA AD 2009-0067-E refers)

Compliance:

1. Within the next 5 hours TIS or by 31 March 2009 whichever occurs sooner.
2. From 25 March 2009

Effective Date: 25 March 2009

DCA/BELL206/105 Staked Bearings – Inspection and Replacement

Applicability: Model 206A aircraft, S/N 004 through to 660 and 672 through to 715.

Model 206B aircraft, converted from model 206A aircraft, all S/N.

Model 206B aircraft, S/N 661 through to 671 and 716 through to 4661, 4663 through to 4665, 4667 and 4670.

Model 206L aircraft, S/N 45004 through to 45153 and 46601 through to 46617.

Model 206L-1 aircraft, S/N 45154 through to 45790.

Model 206L-3 aircraft, S/N 51001 through to 51612.

Model 206L-4 aircraft, S/N 52001 through to 52389, 52391 and 52393.

Requirement: To prevent failure of flight control bellcranks, levers and supports of the flight control system due to possible bearing migration which could result in loss of aircraft control, accomplish the following:

For model 206A and 206B series aircraft inspect flight control bearings per the instructions in Bell Helicopter ASB No. 206-09-122 dated 7 April 2009 or later Transport Canada approved revisions.

For model 206L series aircraft inspect flight control bearings per the instructions in ASB No. 206L-09-156 dated 7 April 2009 or later Transport Canada approved revisions.

If any defects are found replace affected parts before further flight.

Note: Bell Helicopter Operations Safety Notice (OSN) GEN-09-38 dated 7 April 2009 provides further information on the subject of this AD.

(Transport Canada AD CF-2009-32 refers)

Compliance: Within the next 10 hours TIS or by 13 September 2009 whichever is the sooner, unless previously accomplished.

Effective Date: 13 August 2009

DCA/BELL206/106 Main Rotor Pitch Horn Bearing – Inspection and Replacement

- Applicability:** Model 206A aircraft, all S/N.
Model 206B aircraft, S/N all through to 4660, including those converted from Model 206A aircraft.
Model 206L aircraft, S/N 45004 through to 45153 and 46601 through to 46617.
Model 206L-1 aircraft, S/N 45154 through to 45790.
Model 206L-3 aircraft, S/N 51001 through to 51612.
Model 206L-4 aircraft, S/N 52001 through to 52388.
- Requirement:** To prevent main rotor pitch horn bearing failure which could result in loss of aircraft control inspect the bearing P/N 206-011-105-001 per the instructions in ASB 206-09-120 dated 25 February 2009 or later Transport Canada approved revisions for Bell 206A and 206B aircraft, or per the instructions in ASB 206L-09-154 dated 25 February 2009 or later Transport Canada approved revisions for Bell 206L, 206L-1, 206L-3 and 206L-4 aircraft.

If any defects are found replace the bearing before further flight.
- Note:** This AD is prompted after it was determined that some bearings P/N 206-011-105-001 were manufactured without the required lubrication passage.

(Transport Canada AD CF-2009-34 refers)
- Compliance:** By 29 November 2009
- Effective Date:** 29 October 2009

DCA/BELL206/107 Cancelled – Transport Canada AD CF-2009-41R1 refers

Effective Date: 7 November 2016

DCA/BELL206/108 Tail Rotor Disc Assembly – Inspection and Replacement

- Applicability:** Model 206A aircraft, S/N 004 through to 660 and 672 through to 715.
Model 206B, all S/N including those aircraft converted from model 206A aircraft.
Model 206L, S/N 45004 through to 45153 and 46601 through to 46617.
Model 206L-1, S/N 45154 through to 45790.
Model 206L-3, S/N 51001 through to 51612.
Model 206L-4, all S/N.
- Requirement:** To prevent failure of the tail rotor disc assembly due to non-conformance to the approved configuration, which could result on loss of aircraft control, accomplish the following:
1. Review the aircraft records or inspect the tail rotor disc assembly fitted to the aircraft and determine if a disc assembly P/N 101584-1 or -2 is fitted to the helicopter. If an affected disc assembly is not found fitted to the aircraft, no further action is required.
 2. If a disc assembly P/N 101584-1 or -2 is found fitted to the aircraft, replace with an airworthy disc assembly P/N 32721-1 per the instructions in the applicable BHTC ASB before further flight.
 3. An affected disc assembly P/N 101584-1 or -2 shall not be fitted to any aircraft.

Note: For Bell 206 series helicopters accomplish the requirements of this AD per the instructions in Bell Helicopter Textron Canada (BHTC) Alert Service Bulletin (ASB) No. 206-09-123 revision A, dated 10 June 2009, or later Transport Canada approved revisions, and for Bell 206L series helicopters accomplish the requirements of this AD per the instructions in ASB No. 206L-09-157 revision A, dated 10 June 2009, or later Transport Canada approved revisions.
(Transport Canada AD CF-2010-07 refers)

Compliance:

1. Within the next 100 hours TIS or by 25 April 2010 whichever is the sooner, unless previously accomplished.
2. Within the next 100 hours TIS or by 25 April 2010 whichever is the sooner, unless previously accomplished.
3. From 25 March 2010.

Effective Date: 25 March 2010

DCA/BELL206/109A Hydraulic Servo Actuators – Inspection and Rework

Applicability: Model 206L, 206L-1 and 206L-3 aircraft, all S/N, and
Model 206L4 aircraft, S/N 52001 through to 52430,
Fitted with servo actuators P/N 206-076-062-103.

Note: This AD revised to introduce requirement 2 and expand the affected S/N range for model 206L4 aircraft.

Requirement: To prevent failure of a hydraulic servo actuator due to possible incorrect installation of the clevis assembly lock washer which could result in loss of aircraft control, accomplish the following:

1. Inspect the hydraulic servo actuators and accomplish the applicable corrective actions per the instructions in ASB 206L-11-169, revision B, dated 22 August 2011 or later Transport Canada approved revisions.
2. For actuators already in compliance with DCA/BELL206/109 and actuators in compliance with requirement 1 of this AD, re-identify the actuator data plate and add the letter "V" at the end of the P/N per the instructions in ASB 206L-11-169.
3. A hydraulic actuator with P/N 206-076-062-103 affected by this AD shall not be fitted to any model 206L, 206L-1, 206L-3 or 206L-4 aircraft, unless the actuator complies with the requirements of this AD and the actuator is identified with the letter "V" after the P/N.

(Transport Canada AD CF-2011-19R1 refers)

Compliance:

1. Before further flight unless previously accomplished per DCA/BELL206/109.
2. Within the next 100 hours TIS.
3. From 19 January 2012.

Effective Date: 19 January 2012

DCA/BELL206/110A Main Rotor Blades – Inspection and Life Limit

Applicability: Model 206L, 206L-1, 206L-3 and 206L-4 aircraft fitted with main rotor blade P/N 206-015-001-107, 206-015-001-109, 206-015-001-111, 206-015-001-115, 206-015-001-117, 206-015-001-119 or 206-015-001-121.

Note: This AD revised to introduce a main rotor blade life limit of 1400 hours TIS on all affected blades regardless of previous inspections accomplished.

Requirement: To prevent main rotor blade failure, accomplish the following:

1. Review the aircraft records or inspect the aircraft and determine the P/N and S/N of the main rotor blades. Affected main rotor blades can be identified per the instructions in part I of Bell ASB 206L-09-159 revision A, dated 13 November 2009 or later revisions approved by Transport Canada.

If affected blades are found fitted to the aircraft accomplish requirement 2 of this AD.

2. Replace affected main rotor blades per the aircraft manufacturer instructions.

(Transport Canada AD CF-2011-44R1 refers)

Compliance:

1. Before further flight.
2. For affected main rotor blades with 1400 or more hours TIS:
Before further flight.
For affected main rotor blades with less than 1400 hours TIS:
Before accumulating 1400 hours TIS.

Effective Date: DCA/BELL206/110 - 2 December 2011
DCA/BELL206/110A - 4 February 2012

DCA/BELL206/111 Emergency Float Kit – Inspection and Modification

Applicability: Model 206A and 206B aircraft fitted with Apical emergency float kit P/N 614.3007, S/N all through to 014 (embodied under FAA STC SR01535LA).

Model 206L, L-1, L-3 and L-4 aircraft fitted with Apical emergency float kit P/N 614.3003, S/N all through to 133 (embodied under FAA STC SR01535LA).

Requirement: To prevent an unsafe condition accomplish the inspections and corrective actions specified in FAA AD 2011-25-01.

(FAA AD 2011-25-01 refers)

Compliance: By 26 July 2012.

Effective Date: 26 January 2012.

DCA/BELL206/112 Main Rotor Blades – Inspection and Life Limitation

Applicability: Model 206L, 206L-1, 206L-3 and 206L-4 aircraft, all S/N.

Requirement: To prevent main rotor blade failure, accomplish the following:

1. Review the aircraft records or inspect the aircraft and determine the S/N of the main rotor blades per the instructions in part I of Bell Helicopter ASB 206L-09-163 dated 13 November 2009, or later revisions approved by Transport Canada.

If the main rotor blade S/N is not listed in table 1 or 2 of ASB 206L-09-163 then no further AD action is required. If the main rotor blade S/N is listed in table 1 or 2 of ASB 206L-09-163, measure the spar spacer per the instructions in part II A. or II B. of ASB 206L-09-163, as applicable.

- If the blades are fitted with a spacer of the correct size (no more than 25.86 mm or 1.018 inches), then no further AD action is required.
- If the blades are fitted with an oversized spacer (more than 25.86 mm or 1.018 inches), accomplish requirement 2 of this AD.

2. For the main rotor blades are fitted with a spar spacer larger than the required width (more than 25.86 mm or 1.018 inches):

Re-identify the main rotor blade data plate per the instructions in part II A. or part II B. of ASB 206L-09-163, as applicable, and

Record the reduced life limit of 2300 hours TIS for the affected main rotor blade/s in the aircraft logbook, and

Replace affected main rotor blades which have exceeded the new life limit of 2300 hours TIS before further flight.

3. Main rotor blades affected by this AD may not be installed on any aircraft unless the main rotor blade life limit has been determined and entered in the aircraft logbook.

Note: The life limit of main rotor blades affected by this AD have been reduced from 3600 to 2300 hours TIS.
(Transport Canada AD CF-2011-43 refers)

Compliance:

1. Within the next 100 hours TIS or by 26 February 2012 whichever occurs sooner.
2. Within the next 100 hours TIS or by 26 February 2012 whichever occurs sooner.
3. From 26 January 2012.

Effective Date: 26 January 2012

DCA/BELL206/113 Control Box Assembly – Replacement

Applicability: Models 206A and 206B aircraft, S/N 4 onwards, and

Model 206L, S/N 45004 through to 45153 and 46601 through to 46617, and

Fitted with control box assembly P/N 206-375-017-101 or 206-375-017-103 which is part of the engine auto-relight system.

Requirement: To prevent possible failure of the auto-relight system, accomplish the corrective actions specified in Transport Canada AD CF-2012-19.

Note: Bell Helicopter Textron Canada ASB No 206-11-127 and ASB No 206L-11-167 both dated 2 May 2011 or later Transport Canada approved revisions pertain to the subject of this AD.
(Transport Canada AD CF-2012-19 refers)

Compliance: By 28 October 2012 unless previously accomplished.

Effective Date: 28 June 2012

DCA/BELL206/114 Cross Tube Assemblies – Inspection and Replacement

Applicability: All model 206 helicopters fitted with the following cross tube assemblies:

Aeronautical Accessories Inc. P/N 206-320-101 and -102
P/N 206-321-001 and -002
P/N 206-323-*
P/N 206-325-*
P/N 206-328-*
P/N 206-329-001 and -002

Airborne Supply Inc. P/N AB206-050-107-* and -119-*
P/N AB206-053-109-*

Bell Helicopter Textron P/N 206-050-107-*, -119-*, -134-*, -157-* and -169-*
206-053-109-*, -119-* and -129-*

* All dash numbers

Note 1: This AD supersedes DCA/BELL206B/72A to correct errors in the AD applicability per the requirements in Transport Canada AD CF-1995-17R2.

Requirement: To prevent possible failure of the cross tube assemblies, accomplish the requirements in Transport Canada AD CF-1995-17R2.

Note 2: Aeronautical Accessories Inc. ASB No.94045 revision B dated 17 April 1995 and Aeronautical Accessories Inc. ASB No. 94046 revision B dated 17 April 1995 or later Transport Canada approved revisions pertain to the subject of this AD. FAA Approved Instructions for Continued Airworthiness for cross tubes report number AA-01147 revision E, dated 5 October 2005, and FAA Approved Instructions for Continued Airworthiness for cross tubes report number AA-01149 revision A, dated 12 May 2004 or later FAA approved revisions pertain to the subject of this AD.

Note 3: The replacement of affected cross tubes with later P/N cross tubes is a terminating action for the inspection requirements of this AD. (Transport Canada AD CF-1995-17R2 refers)

Compliance: At the compliance times specified in Transport Canada AD CF-1995-17R2.

Effective Date: 26 July 2012

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at <https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/links-to-state-of-design-airworthiness-directives/>

If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.

EASA AD 2013-0040-E Battery Overheat Sensor – Inspection and Replacement

Applicability: AB206A and AB206B helicopters, all S/N.

Effective Date: 28 February 2013

FAA AD 82-16-12 Aircraft with STC SH139WE - Chadwick C-22 Aux Fuel System (AFS)

Applicability: Bell 206 series helicopters fitted with Chadwick C-22 Auxiliary Fuel System embodied per Supplemental Type Certificate SH139WE.

Effective Date: 1 September 1982

FAA AD 95-09-06 Fuel Valve Switch Guard – Installation

Note: FAA AD 95-09-06 supersedes DCA/BELL206B/62 to include Bell 206L-4 aircraft in the AD applicability with no change to the AD requirement.

Applicability: All Bell 206A, 206B, 206L, 206L-1, and 206L-3 helicopters

Effective Date: 8 June 1995 (the effective date of FAA AD 95-09-06)

CF-95-11R2 Flight Control Servo Actuators – Unapproved Bolts

Applicability: All Bell 206 series helicopters.

Effective Date: 29 February 1996

CF-98-11 High Altitude Tail Rotor Kit

Applicability: Bell 206L-4 helicopters fitted with a High Altitude Tail Rotor Kit P/N 206704722101 (BHT206SI2054), and

All spare yoke assemblies P/N 406012-102107 with previous time in service.

Effective Date: 17 July 1998

CF-98-15 External Rescue Systems

Applicability: All helicopter External Rescue Systems (ERS) including, but not limited to, emergency mountain rescue systems embodied per Supplemental Type Approval SH82-3, issues 1, 2, 3, 4 and 5.

Effective Date: 14 August 1998

CF-98-20 Collective Idler Link and Lever – Life Limitations

Applicability: All Bell 206L-4 helicopters.

Effective Date: 11 September 1998

CF-98-34 Hydraulic Relief Valve

Applicability: Bell 206L-4 helicopters, S/N 52001 through to 52208.

Effective Date: 23 October 1998

CF-1998-42R4 Tail Boom Skin

Note: Transport Canada AD CF-1998-42R4 supersedes DCA/BELL206B/71C to include Bell 206L-4 aircraft in the AD applicability. AD CF-1998-42R4 extends the compliance time for the requirements in paragraph 6.

Applicability: Bell 206L helicopters, S/N 45004 through to 45049, 45051 through to 45153, and 46601 through to 46617.

Bell 206L-1 helicopters, S/N 45154 through to 45790.

Bell 206L-3 helicopters, S/N 51001 through to 51612.

Bell 206L-4 helicopters, S/N 52001 through to 52163, 52165 through to 52212, and 52214 through to 52216.

Effective Date: 31 March 1999

CF-2002-03R3 KAflex Shaft – Replacement

Applicability: All Bell 206L-4 helicopters.

Effective Date: 10 October 2013

CF-2005-22 Torque Indicator – Replacement

Applicability: Bell 206B helicopters, S/N 254 through to 4585, and 5101 through to 5305 fitted with a torque indicator P/N 206-075-739-125; and

Bell 206L4 helicopters, S/N 52001 through to 52301 and 52303 fitted with a torque indicator P/N 206-075-739-123.

Note: Affected torque indicators were installed at delivery or fitted as replacement units in service.

Effective Date: 25 July 2005

FAA AD 2012-12-11 Night Vision Goggles – Glare and Reflections

Applicability: Bell 206, 206A, 206A-1, 206B, 206B-1, 206L, 206L-1, 206L-3, and 206L-4 helicopters, fitted with Aviation Specialties Unlimited, Inc. (ASU), Night Vision Imaging System (NVIS) lighting embodied per Supplemental Type Certificate (STC) SR01383SE.

Effective Date: 24 July 2012

CF-2013-28 Fuel Cell Vent Decal – Installation

Applicability: Bell 206A, 206B, 206L, 206L-1, 206L-3 and 206L-4 helicopters, all S/N.

Effective Date: 18 October 2013

FAA AD 2013-22-21 Emergency Floatation Gear - Inspection

Applicability: Bell 206A, 206B, 206L, 206L-1, 206L-3 and 206L helicopters fitted with an Apical Industries, Inc. (Apical), emergency float kit embodied per Supplemental Type Certificate (STC) Number SR01535LA.

Effective Date: 13 December 2013

FAA AD 96-18-05R1 Tailboom – Inspection and Replacement

Applicability: Bell 206L, 206L-1, and 206L-3 helicopters fitted with tailboom P/N 206-033-004-003, -011, -45, -045, or -103.

Effective Date: 21 December 2010

EASA AD 2014-0102-E Tail Rotor Drive Shaft Line Nuts – Inspection and Replacement

Applicability: AB206A and AB206B helicopters, all S/N.

Effective Date: 6 May 2014

CF-2015-14 Fuel System Flow Switch – Inspection

Applicability: Bell 206L helicopters, S/N 45001 through to 45153 and 46601 through to 46617.
Bell 206L-1 helicopters, S/N 45154 through to 45790.

Effective Date: 25 June 2015

CF-2016-09 Tension Torsion Straps – Inspection

Applicability: Bell 206A, 206B, 206L, 206L-1, 206L-3 and 206L-4 helicopters, all S/N fitted with Tension Torsion Straps P/N 206-011-147-005, S/N BTFS-23868 through to BTFS-24277, and P/N 206-011-147-007, S/N BT-22719 through to BT-23437.

Effective Date: 4 April 2016

CF-2016-13R1 Freewheel Lubrication System – Inspection

Applicability: Bell 206A and 206B helicopters, all S/N.
Bell 206L, 206L-1, 206L-3 and 206L-4 helicopters, all S/N.

Effective Date: TC AD CF-2016-13 - 16 May 2016
TC AD CF-2016-13R1 - 26 September 2019

EASA AD 2016-0117 Cancelled – EASA AD 2018-0028

Effective Date: 22 February 2018

CF-2009-41R1 Tailboom Attachment Fitting – Inspection

Applicability: Bell 206L helicopters, S/N 45004 through to 45153 and 46601 through to 46617.
Bell 206L-1 helicopters, S/N 45154 through to 45790.
Bell 206L-3 helicopters, S/N 51001 through to 51612.
Bell 206L-4 helicopters, all S/N.

Effective Date: 7 November 2016

EASA AD 2018-0028 Freewheel Lubrication System – Inspection

Applicability: AB206A and AB206B helicopters, all S/N.

Effective Date: 22 February 2018

CF-2018-16 Seat Belt Comfort Clips – Inspection

Applicability: Bell 206, 206A, 206A-1, 206B, 206B-1, 206L, 206L-1, 206L-3 and 206L-4 helicopters, all S/N.

Effective Date: 28 June 2018

EASA AD 2018-0175-E Power Turbine Limitations – Operational Limitation

Applicability: AB206B helicopters fitted with a Rolls-Royce Corporation (formerly Allison) 250-C20 series engine, or a 250-C20R engine, all S/N.

This AD is also applicable to AB206B helicopters which were formerly AB206A helicopters, embodied in service with Bollettino Tecnico (BT) 206-52.

Effective Date: 20 August 2018

CF-2018-23 Turbine Steady RPM Operation – AFM Amendment and Placard

Applicability: Bell 206B series helicopters including those converted from model 206A, S/N up to 4690, and
Bell 206L series helicopters, S/N 45001 through to 45153 and 46601 through to 46617.

Note: This AD does not address Bell 206A, 206B, 206L and 206L-4 modified by TCCA Supplemental Type Certificates (STCs) SH95-45, SH95-46, SH01-30 and FAA STCs SH4169NM, SH4179NM and SR00036SE. A separate AD may be issued in the future.

Effective Date: 5 September 2018

FAA AD 2018-25-17 Air Comm Corp Air Conditioning System – Inspection

Applicability: Bell 206A, 206B, 206L, 206L-1, 206L-3, and 206L-4 helicopters fitted with an Air Comm air conditioning system P/N 206EC-200, 206EC-201, 206EC-202, 206EC-203, 206EC-204, 206EC-205, 206EC-206, 206EC-207, 206EC-208, 206EC-209, 206EC-210, 206EC-211 or 206EC-212.

Effective Date: 22 January 2019

CF-2019-01 Helicopter External Transport System (HETS) STC SH98-35

Applicability: HETS™ certified under Transport Canada Supplemental Type Certificate (STC) SH98-35, Issue 1 and Issue 2 installed on the following helicopter models:

Bell Helicopter Textron Canada Ltd. model 206B, 206L, 206L-1, 206L-3, 206L-4 and 407.

Airbus Helicopters (formerly Eurocopter France) model AS 350 B, AS 350 B1, AS 350 B2, AS 350 B3, AS 350 BA and AS 350 D.

Airbus Helicopters (formerly Eurocopter France) model AS 355 E, AS 355 F, AS 355 F1 and AS 355 F2.

MD Helicopter Inc. model 369, 369A, 369H, 369HM, 369HS, 369HE, 369D, 369E, 369F, 369FF and 500N.

Note: HETS™ approved under SH98-35 are only eligible for installation on helicopter models listed above and they are not eligible for any other models not specifically listed above (Example: not eligible for installation on AS 355 N or AS 355 NP).

Effective Date: 22 January 2019

EASA AD 2019-0178-E Main Rotor Blades – Inspection

Applicability: AB206A and AB206B helicopters, all S/N.

Effective Date: 23 July 2019

CF-2019-34 Cancelled – CF-2020-15 refers

Effective Date: 28 May 2020

CF-2020-15 Tail Rotor Drive Shaft Coupling Bolted Connections – Inspection

Applicability: Bell 206, 206A, 206A-1, 206B, 206B-1, 206L, 206L-1, 206L-3 and 206L-4 helicopters, all S/N.

Effective Date: 28 May 2020

FAA AD 2021-24-15 Oil Cooler Blower – Inspection

Applicability: Bell 206L-1 and 206L-3 helicopters embodied with Bell 206L-1/L-3 Service Instruction for Increased Gross Weight Upgrade Kit BHT-206-SI-2052, Revision 1, dated 14 October 2010, and fitted with one of the following Air Comm Corporation Supplemental Type Certificate (STC) SH2750NM air conditioning systems:

P/Ns 206EC-204-1, 206EC-204-2, 206EC-208-1, 206EC-208-2, 206EC-210-1, 206EC-210-2, 206EC-210-3, 206EC-212-3, or 206EC-212-4, and

Bell 206 L-4 helicopters embodied with one of the following Air Comm Corporation STC SH2750NM air conditioning systems:

P/N 206EC-204-1, 206EC-204-2, 206EC-208-1, 206EC-208-2, 206EC-210-1, 206EC-210-2, 206EC-210-3, 206EC-212-3, or 206EC-212-4.

Note: Helicopters with a 206L-1+ designation are 206L-1 helicopters and helicopters with a 206L-3+ designation are 206L-3 helicopters.

Effective Date: 18 January 2022

CF-2022-33 Tail Rotor Drive Shafts with Bonded Adapters – Inspection

Applicability: Bell 206A, 206A-1, 206B, 206B-1, 206L, 206L-1, 206L-3 and 206L-4 helicopters, all S/N.

Effective Date: 30 June 2022

*** EASA AD 2022-0221 Tail Rotor Drive Shaft – Inspection**

Applicability: AB206A and AB206B helicopters, all S/N.

Effective Date: 30 November 2022

*** FAA AD 2022-22-08 Main Rotor Blades – Inspection**

Applicability: Bell 206L, 206L-1, 206L-3, and 206L-4 helicopters fitted with a main rotor blade P/N 20633000-101 with S/N A007, A008, A009 or A012 through to A104 inclusive, installed under Supplemental Type Certificate SR02684LA.

Effective Date: 23 December 2022