

# Airworthiness Directive Schedule

## Helicopters

### Bell 222, 222B and 222U

24 June 2021

- Notes:**
1. This AD schedule is applicable to Bell 222, 222B and 222U helicopters manufactured under Transport Canada Type Certificate No. H-88.
  2. Transport Canada (TC) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these helicopters. State of Design ADs applicable to these helicopters can be obtained directly from the TC website at: <http://wwwapps3.tc.gc.ca/Saf-Sec-Sur/2/cawis-swimn/awd-ly-cs1401.asp?rand>  
EASA ADs can be obtained directly from the EASA website at <http://ad.easa.europa.eu/>  
FAA ADs can be obtained directly from the FAA website at [http://rgl.faa.gov/Regulatory and Guidance Library/rgAD.nsf/MainFrame?OpenFrameSet](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/MainFrame?OpenFrameSet)
  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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<b>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 <a href="https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/links-to-state-of-design-airworthiness-directives/">https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/links-to-state-of-design-airworthiness-directives/</a> 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.</b>		
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**DCA/BELL222/1                      Airworthiness Directive Compliance at Initial NZ Airworthiness Certificate Issue**

**Applicability:** All Model 222, 222B, and 222U.

**Requirement:** Compliance with the following Airworthiness Directives (as applicable) is required:  
FAA Airworthiness Directives

82-09-53, 82-16-06, 83-02-51, 83-09-03, 84-12-02, 85-14-11, 87-09-02 R2, 87-13-01, 87-15-06, 87-15-07, 87-19-01, 88-02-03, 89-17-05, 89-25-04.

**Compliance:** Before issue of New Zealand Certificate of Airworthiness. Repetitive inspections to be accomplished at intervals not exceeding the times specified in the FAA Airworthiness Directives.

**Effective Date:** 26 June 1992

**DCA/BELL222/2                      Flapping Bearing - Inspection**

**Applicability:** All Model 222, 222B and 222U.

**Requirement:** To ensure the continued airworthiness of existing bearings, inspect flapping bearings P/N 222-310-114-107 and P/N 222-310-114-109 per Bell ASB 222-92-60 or 222U-92-33 as applicable.

(Canadian AD CF-92-24 refers)

**Compliance:** 1. Within next 10 hours TIS and thereafter at intervals not to exceed 10 hours TIS.  
2. At every 25 hour TIS inspection.

*Note: The 10 hour interval inspection may be accomplished by pilot subject to:*

- (a) Adequate instruction by LAME responsible for the aircraft*
- (b) Maintenance Release endorsed to refer to inspection requirement.*
- (c) Copy of requirement document(s) attached to Maintenance Release.*

**Effective Date:** 19 March 1993

**DCA/BELL222/3                      Driveshaft Couplings Over-Temperature Indicators - Installation**

**Applicability:** All Model 222, 222B and 222U.

**Requirement:** To ensure that any overheated condition of main or tail rotor driveshaft grease lubricated couplings is reliably detected at an early stage, accomplish the following:-

Replace the zinc chromate type stripes with "TEMP-PLATES" per Part I of Bell Alert SBs 222-93-67 Rev A or 222U-93-40 Rev A as applicable.

(Canadian AD CF-94-06 refers)

**Compliance:** At the next scheduled lubrication servicing interval for installed assemblies. Prior to installation of replacement couplings and driveshaft assemblies.

**Effective Date:** 13 May 1994

**DCA/BELL222/4B Tail Rotor Blades - Inspection and Replacement**

- Applicability:** Model 222, and 222B with tail rotor blades P/N 222-016-001-101, -107, -111, -113, -115 and -119.
- Requirement:** To prevent failure of a tail rotor blade due to fatigue cracks, loss of the tail rotor and tail rotor gear box, and subsequent loss of control of the helicopter accomplish the following:-
1. Inspect tail rotor blades per Bell Alert SB 222-95-76 Revision B. If the blade skin is found cracked, remove the blade from service before further flight.
  2. Replace tail rotor blades with P/N 222-016-001-123 or -127, or later dash numbers per Bell Alert SB 222-96-79.
- (Canadian AD CF-96-03R2 refers)
- Note: The visual inspection may be accomplished by the pilot subject to:*
- (a) Adequate instruction by LAME responsible for the aircraft.
  - (b) Aircraft Technical Log to be endorsed to refer to inspection requirement.
  - (c) Copy of ASB 222-95-76 Rev B to be attached to Aircraft Technical Log.
- Compliance:**
1. Inspect before further flight and thereafter at intervals not to exceed 3 hours TIS until replacement per part 2 is accomplished.
  2. Replace by 1 March 1997
- Effective Date:** DCA/BELL222/4A - 18 July 1996  
DCA/BELL222/4B - 24 January 1997

**DCA/BELL222/5 Main Rotor Hub - Inspection**

- Applicability:** All model 222, 222B and 222U
- Requirement:** To ensure proper torque on the retaining bolts of the main rotor grips and flapping bearing assemblies accomplish the following:-
1. Visually inspect the main rotor hub for obvious signs of fretting between the pitch horn and grip tangs; and the flapping bearing assemblies and the main rotor yoke assembly. For mechanical and corrosion limits refer to Bell Component Repair and Overhaul Manual, Vol. 2.
  2. Verify the torque of the retaining bolts on the main rotor grips and flapping bearing assemblies as instructed in Part I, Initial Inspection, of Bell ASB 222-98-81 or 222U-98-52, as applicable. If any bolt moves before the torque of 100 foot-pounds (136 N m) is reached, before further flight remove the pitch horn or flapping bearing, as applicable, for further inspection and possible repair. Re-apply corrosion preventive compound (C-101) MIL-C-16173, Grade 1 to the exposed portions of the bolts and nuts.
- (Canadian AD CF-98-16 refers)
- Compliance:** Within next 10 hours TIS.
- Effective Date:** 3 September 1998

**DCA/BELL222/6          Vertical Fin Assembly - Inspection****Applicability:** All model 222, 222B and 222U**Requirement:** To ensure the proper torque on the vertical fin assembly bolts accomplish the following:-

1. Check the a torque on the vertical fin attachment bolts per Part I of Bell Alert SB 222-98-82 revision A or 222U-98-53 revision A as applicable.
2. Inspect and reattach the fin per Part II of Alert SB 222-98-82 revision A or 222U-98-53 revision A as applicable.
3. Verify the correct torque of the attachment bolts per Part III, Special Inspections, of Alert SB 222-98-82 revision A or 222U-98-53 revision A as applicable.

(Canadian AD CF-98-21 refers)

**Compliance:**

1. Within next 25 hours TIS.
2. Within next 150 hours TIS or by 31 December 1998, whichever is the sooner.
3. Between 5 to 10 hours TIS after accomplishing Part 2 of this AD.

**Effective Date:** 3 September 1998**DCA/BELL222/7          Flapping Bearing-to-Yoke Attachment Bolts - Inspection****Applicability:** Model 222 S/N 47006 through 47089; 222B S/N 47131 through 47156; and 222U S/N 47501 through 47574.**Requirement:** To ensure the integrity of the flapping bearing-to-yoke attachment bolts, perform an initial inspection of the flapping bearing-to-yoke attachment bolts per Part I of BHTC ASB 222-98-83 or 222U-98-54 as applicable.

(Canadian AD CF-99-12 refers)

**Compliance:** Within next 150 hours TIS or by 31 December 1999, whichever is the sooner.**Effective Date:** 4 June 1999**DCA/BELL222/8          Swashplate - Inspection****Applicability:** Models 222 S/N 47006 through 47089, 222B S/N 47131 through 47156, 222U S/N 47501 through 47574, and 230 S/N 23001 through 23038.**Requirement:** To ensure proper retention of the drive pin P/N 222-010-455-003 in the swashplate rotating ring, accomplish the torque test per BHTC ASB 222-99-84, 222U-99-55 or 230-99-16 as applicable.

(Canadian AD CF-99-16 refers)

**Compliance:** Within next 55 hours TIS**Effective Date:** 27 August 1999

**DCA/BELL222/9 Main Rotor Hydraulic Actuator Support - Inspection**

**Applicability:** Models 222 S/N 47006 through 47089, 222B S/N 47131 through 47156, and 222U S/N 47501 through 47574.

**Requirement:** To prevent potential loss of control of the helicopter, inspect the main rotor hydraulic actuator support per BHTC ASB 222-00-86 or 222U-00-57 as applicable.  
(Canadian AD CF-2000-29 refers)

**Compliance:** Within next 25 hours TIS.

**Effective Date:** 19 October 2000

**DCA/BELL222/10 Main Rotor Pendulum Weight Support**

**Applicability:** Bell Model 222, 222B and 222U Helicopters with Main Rotor Pendulum Supports P/N 222-011-114-103 identified by serial numbers with the prefix HD.

**Requirement:** To prevent their possible in-flight failure, remove Main Rotor Pendulum Supports P/N 222-011-114-103 identified by serial numbers with the prefix HD IAW the applicable Bell Alert Service Bulletin.

Bell 222 & 222B ASB 22-01-91  
Bell 222U ASB 222-U-01-62

(Transport Canada AD CF-2001-28 refers)

**Compliance:** within 25 TTIS

**Effective Date:** 19 September 2001

**DCA/BELL222/11 Rotating Ring Assembly**

**Applicability:** Bell Model 222 S/N 47008 through 47089  
Bell Model 222B S/N 47131 through 47156  
Bell Model 222U S/N 47501 through 47574

**Requirement:** Inspect the radius at the inboard surface of the rotating ring drive pin hole IAW the applicable alert service bulletins. The radius should be 0.060"-0.090". If the radius is not within these limits, replace the rotating ring assembly, including drive pins, before further flight.

Bell 222 & 222B ASB 222-01-90  
Bell 222U ASB 222U-01-61

(Canadian AD CF-2001-29 refers)

**Compliance:** At scheduled inspection, but no later than 31 November 2001.

**Effective Date:** 27 Sept 2001

**DCA/BELL222/12 Fuel Compartment Drain Hole**

**Applicability:** Bell Model 222 S/N 47006 through 47089

Bell Model 222B S/N 47131 through 47156

**Requirement:** To prevent water and/or fuel from accumulating inside the fuselage, accomplish the following inspection and rework.

Ensure forward tooling hole in the right hand upper fuel enclosure is clear of sealant IAW Bell Alert Service Bulletin 222-07-01.

(Canadian AD CF-2001-22 refers)

**Compliance:** No later than 31 Dec 2001

**Effective Date:** 27 Sept 2001

**DCA/BELL222/13B Main Rotor Grips and Pitch Horns – Inspection and Replacement**

**Applicability:** Model 222, 222B and 222U aircraft fitted with main rotor hub assemblies P/N 222-011-101-103, -105, -107 and -109 and/or pitch horn assemblies P/N 222-012-101-103, -105, -107 and -109 that have accumulated 1250 or more hours TTIS.

**Note 1:** Revision B of this AD revised to require the detailed visual inspection per requirement 2 of this AD to be accomplished by an engineer. This AD also introduces Bell ASB 222-02-93 revision A.

**Requirement:** To detect cracks in the main rotor grips and/or the pitch horns, accomplish the following:

1. Visually inspect the main rotor grips and pitch horns for cracks per part I of Bell ASB 222-02-93 revision A or later Transport Canada approved revisions. Replace cracked parts before further flight.
2. Perform a detailed visual inspection with a 10X magnifying glass per part II of ASB 222-02-93. Replace cracked parts before further flight.
3. Perform the newly developed 2500 hour inspection on main rotor hub assembly as per chapter 5, revision 3 or later approved revisions of the applicable maintenance manual. Replace cracked parts before further flight.

(Transport Canada AD CF-2002-23R1 refers)

**Note 2:** Requirement 1 of this AD 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.

**Note 3:** Requirements 2 and 3 of this AD must be accomplished by an engineer.

**Compliance:** 1. Before the next flight and thereafter at every daily inspection unless requirement 2 or 3 of this AD has been accomplished that day.

2. Within the next 7 days unless previously accomplished and thereafter at intervals not to exceed 25 hours TIS.

3. Before 2500 hours TTIS or within the next 300 hours TIS for rotor heads that have accumulated between 2500 and 4500 hour TTIS.

**Effective Date:** DCA/BELL222/13 - 11 April 2002  
DCA/BELL222/13A - 28 August 2003  
DCA/BELL222/13B - 29 October 2009

**DCA/BELL222/14 Memcor Truohm Magnetic Brake – Inspection and Repair**

**Applicability:** Model 222, 222B and 222U with IFR Kits P/N 222-706-13 and all spare magnetic brakes P/N 204-001-376-105 or –107 manufactured by Memcor Truohm as P/N MP 498-105 or MP498-107. Magnetic brakes P/N 204-001-376-105 or –107 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 222-01-87 or 222U-01-58 as applicable and repair as necessary.

(Canadian AD CF-2002-17 refers)

**Compliance:** Within next 100 hours TIS unless already accomplished.

**Effective Date:** 30 May 2002

**DCA/BELL222/15 Main Rotor Pendulum Weight Supports – Inspection**

**Applicability:** Bell Model 222 S/N 47006 through 47089  
Bell Model 222B S/N 47131 through 47156  
Bell Model 222U S/N 47501 through 47574  
Bell Model 230 S/N 23001 through 23038  
equipped with pendulum weight supports P/N 222-011-114-101 or -103, excluding those with S/N FN-363 and up.

**Requirement:** The pendulum weights described above could have manufacturing discrepancies like file or grinding marks, gouges or reduced edge radii and these may make the supports susceptible to fatigue and cause in flight separation of the pendulum weight. To prevent failure of the supports and possible damage to the main rotor, accomplish the following:-

1. Inspect all edges created by machining operations to verify the edge radius. The edge radius should be 0.02 – 0.04” radius, or 0.02-0.04” 45° chamfer.
2. Inspect all edges for a surface finish of 63 RMS or better. No file marks or gouges are permitted.
3. If required, rework the support in accordance with the applicable ASB.

Model	ASB
222 & 222B	222-02-92
222U	222U-02-63
230	230-02-25

(Transport Canada AD CF-2002-33 refers)

**Compliance:** Inspect within 50 hours TIS, rework or replace before further flight if required

**Effective Date:** 19 December 2002



**DCA/BELL222/16 Main Rotor Yoke - Inspection**

**Applicability:** Model 222 S/N 47006 through 47089  
 Model 222B S/N 47131 through 47156  
 Model 222U S/N 47501 through 47574

**Requirement:** To detect fatigue cracks in the main rotor yoke caused by fretting as a result of deterioration of the buffer pad accomplish the following;

1. Perform a visual inspection of the main rotor yoke per part 1 of the applicable SB listed below. Any evidence of fretting or cracking will require the main rotor to be disassembled per the repair and overhaul manual.
2. Verify torque of main rotor flapping bearing retaining nuts/bolts per instructions in part II of the applicable SB.

Bell 222, 222B ASB 222-03-97  
 Bell 222U ASB 222U-03-68

(Canadian AD CF-2003-27 refers)

- Compliance:**
1. Within 50 hours TIS and thereafter at intervals not to exceed 25 hours TIS.
  2. Within 50 hours TIS and thereafter at intervals not to exceed 50 hours TIS.

**Effective Date:** 25 March 2004

**DCA/BELL222/17B Tail Rotor Blade – Inspection and Rework**

**Applicability:** All model 222, 222B and 222U aircraft.

**Note 1:** DCA/BELL222/17B revised to extend the rework of affected tail rotor blades from 31 May 2008 to 31 December 2008.

**Requirement:** To prevent undetected cracks in the blade bearing bores possibly caused by corrosion and machining burrs resulting in blade failure, accomplish the following:

1. Inspect the tail rotor blades for cracks per part I of the applicable Bell Helicopter Textron Canada (BHTC) Alert Service Bulletin (ASB). If cracked, accomplish the instructions per part I of the applicable ASB, before further flight.
2. Inspect the tail rotor blades for cracks per part II of the applicable ASB. If cracked, accomplish the instructions per part II of the applicable ASB, before further flight.
3. Rework the affected tail rotor blades per part III of the applicable ASB.

(Transport Canada AD CF-2004-21 R3 refers)

**Note 2:** For model 222 and 222B aircraft the requirements of this AD are to be accomplished per Bell Helicopter Textron Canada (BHTC) Helicopters Alert Service Bulletin ASB 222-04-100, revision A or later approved revisions, and for model 222U aircraft per BHTC Helicopters ASB 222U-04-71, revision A or later approved revisions.

**Note 3:** The rework of affected tail rotor blades per part III of the applicable ASB is a terminating action to the requirements of this AD.

- Compliance:**
1. Within the next 3 hours TIS unless previously accomplished within the last 3 hours TIS, and thereafter at intervals not to exceed 3 hours TIS.
  2. Within the next 50 hours TIS unless previously accomplished within the last 50 hours TIS, and thereafter at intervals not to exceed 50 hours TIS.
  3. By 31 December 2008.

**Effective Date:** DCA/BELL222/17A - 30 November 2006  
DCA/BELL222/17B - 1 June 2008

**DCA/BELL222/18 Tail Rotor Counterweight Bellcrank – Inspection and Replacement**

**Applicability:** Model 222 aircraft, S/Ns 47006 through 47089

Model 222B aircraft, S/Ns 47131 through 47156

Model 222U aircraft, S/Ns 47501 through 47574

- Requirement:**
1. Identify the P/N of the tail rotor counterweight bellcrank installed on the aircraft. If P/N 222-012-727-003 is installed, replace per requirement 3. If P/N 222-012-727-105 without the prefix letters is installed, inspect per requirement 2.
  2. Inspect tail rotor counterweight bellcrank per the instructions in part 1 of Alert Service Bulletin 222-04-101 for model 222 and 222B aircraft, and per Alert Service Bulletin 222U-04-72 for model 222U aircraft.
  3. For models 222 and 222B aircraft fitted with tail rotor counterweight bellcranks P/N 222-012-727-105 (without prefix letters), replace per part two of ASB 222-04-101 and aircraft fitted with tail rotor counterweight bellcranks P/N 222-012-727-003, replace per part two of ASB 222-04-99.

For models 222U aircraft fitted with tail rotor counterweight bellcranks P/N 222-012-727-105 (without prefix letters), replace per part two of ASB 222U-04-72 and aircraft fitted with tail rotor counterweight bellcranks P/N 222-012-727-003, replace per part two of ASB 222U-04-70.

(Transport Canada CF-2005-27R1 refers)

**Note:** The installation of tail rotor counterweight bellcranks P/N 222-012-727-105 with the added prefix letters inscribed on the part before the serial number, is a terminating action to this AD.

- Compliance:**
1. Within the next 10 hours TIS.
  2. Within the next 10 hours TIS, and thereafter at intervals not to exceed 50 hours TIS until the tail rotor counterweight bellcranks are replaced per requirement 3.
  3. Before 1 April 2006.

**Effective Date:** 29 September 2005

**DCA/BELL222/19 Fuel Valve Switch - Modification**

**Applicability:** Model 222, 222B and 222U aircraft.

**Requirement:** To ensure the fuel supply to the engine is not interrupted as a result of a possible fuel valve switch failure, rewire the fuel valve switch P/N 10648BH1-1 so that the fuel valve stays open in the event of a fuel valve switch failure, per the instructions in Bell Technical Bulletin 222-03-171 for models 222 and 222B aircraft, and per Bell Technical Bulletin 222U-03-96 for model 222U aircraft.

(Canadian AD CF-2006-03 refers)

**Compliance:** By 31 May 2006, unless already accomplished.

**Effective Date:** 27 April 2006

**DCA/BELL222/20 Tail Rotor Pitch Change Mechanism - Rework**

**Applicability:** Models 222 aircraft, S/N 47006 through to 47089

Model 222B aircraft, S/N 47131 through to 47156

Model 222U aircraft, all S/N.

**Requirement:** To ensure the tail rotor pitch change mechanism is correctly rigged, inspect the tail rotor per the instructions in Bell Helicopter Textron Alert Service Bulletin (ASB) No. 222-07-104 or ASB No. 222U-07-75, as applicable.

Replace the tail rotor yoke if required, per ASB No. 222-07-104 or ASB No. 222U-07-75, as applicable.

(Transport Canada AD CF-2007-07 refers)

**Note:** The existing rigging procedures for the tail rotor pitch mechanism can create a condition in which the position of the tail rotor counterweight bellcranks may not be at their optimized position to assist the flight crew with the tail rotor pedal forces in an emergency situation when the #1 hydraulic system is inoperative.

**Compliance:** Within the next 150 hour TIS or annual inspection, but no later than 31 January 2008, unless already accomplished.

**Effective Date:** 31 May 2007

**DCA/BELL222/21 Tail Rotor Drive Shaft Disc Assemblies – Inspection and Rework**

**Applicability:** Model 222 aircraft, S/N all through 47089

Model 222B aircraft, S/N all through 47156

Model 222U aircraft, S/N all through 47574

**Note:** This AD is applicable to tail rotor drive shaft disc assemblies P/N 36300-1 and P/N 37855-1 manufactured between 1 November 2005 and 30 November 2006.

**Requirement:** To prevent failure of the tail rotor drive shaft disc assembly accomplish the following:

1. For disc assemblies installed on the aircraft and held as spares inspect per the instructions in Bell Helicopter Textron Alert Service Bulletin (ASB) No. ASB-222-07-105 or ASB No. ASB-222U-07-76, as applicable.

If the disc assembly P/N 36300-1 or P/N 37855-1 has not been manufactured between 1 November 2005 and 30 November 2006, no further action is required.

For affected disc assemblies held as spares which are not within the required thickness as per table 1, adjust the thickness by removing or adding new discs, and re-index the disc assembly as per the applicable Maintenance Manual as required.

For an affected disc assembly installed on the aircraft which is not within the required thickness as per table 1, replace within the next 10 hours TIS.

Disc Assembly Part Number	Total Thickness	
	Minimum	Maximum
36300-1	0.174 inch (4.42 mm)	0.186 inch (4.75 mm)
37855-1	0.126 inch (3.20 mm)	0.138 inch (3.50 mm)

**Table 1**

2. For an affected disc assembly installed on the aircraft which is not correctly indexed, replace per the instructions in ASB No. ASB-222-07-105 or ASB No. ASB-222U-07-76, as applicable.

(Transport Canada AD CF-2007-09 refers)

- Compliance:**
1. Within the next 25 hours TIS or 28 July 2007 whichever occurs sooner.
  2. Within the next 300 hours TIS or at the next scheduled inspection, whichever occurs sooner.

**Effective Date:** 28 June 2007

#### **DCA/BELL222/22A Tail Rotor Blades – Inspection and Replacement**

**Applicability:** Model 222, 222B and 222U aircraft, all S/N.

**Note:** This AD supersedes DCA/BELL222/22 to introduce revised Bell Helicopter Textron Canada Alert Service Bulletins 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. 222-07-106 or ASB No. 222U-07-77 as applicable, both at revision D, dated 29 November 2010 or later Transport Canada 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 refers)

**Compliance:** Before further flight.

**Effective Date:** DCA/BELL222/22 - 18 September 2007  
DCA/BELL222/22A - 4 December 2010

#### **DCA/BELL222/23 Staked Bearings – Inspection and Replacement**

**Applicability:** Model 222 aircraft, S/N 47006 through to 47089

Model 222B aircraft, S/N 47131 through to 47156

Model 222U aircraft, S/N 47501 through to 47574

**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 222 and model 222B aircraft inspect flight control bearings per the instructions in Bell Helicopter ASB No. 222-09-107 dated 7 April 2009 or later Transport Canada approved revisions.

For model 222U aircraft inspect flight control bearings per the instructions in ASB No. 222U-09-78 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/BELL222/24A Hydraulic Servo Actuators – Inspection and Rework**

**Applicability:** Model 222, 222B and 222U aircraft fitted with hydraulic servo actuators P/N 222-382-001-107.

**Note 1:** This AD revised to mandate the retrofit of servo actuators with a stainless steel piston rod with an overhaul interval of 10 000 hours TIS or 10 years, whichever occurs sooner. This AD also extends the compliance to 600 hours TIS or 6 months, whichever occurs sooner for certain actuators that have been re-inspected and found to meet the criteria for acceptance.

**Requirement:** To prevent failure of a hydraulic servo actuator due to possible corrosion cracks which can result in loss of aircraft control, accomplish the requirements in Transport Canada AD CF-2010-29R1.

**Note 2:** Bell Helicopter Alert Service Bulletin (ASB) 222-10-109 and ASB 222U-10-80 both dated 18 August 2010, and ASB 222-11-111 and ASB 222U-11-82 both at revision A dated 28 June 2012 or later Transport Canada approved revisions of these documents are acceptable to comply with the requirements of this AD.

**Note 3:** The new overhaul interval for hydraulic actuator P/N 222-382-001-111 or 222-382-001-111FM of 10 000 hours TIS or 10 years, whichever occurs sooner has been introduced as per Component Overhaul Schedule, Chapter 5 of the applicable Maintenance Manual.

(Transport Canada AD CF-2010-29R1 refers)

**Compliance:** At the compliance times specified in Transport Canada AD CF-2010-29R1.

**Effective Date:** DCA/BELL222/24 - 31 August 2010  
DCA/BELL222/24A - 30 August 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.

**FAA AD 2014-0189 Cancelled – EASA AD 2014-0244 refers**

**Effective Date:** 10 November 2014

**\* EASA AD 2014-0244 Cancelled – EASA AD 2021-0148 refers**

**Effective Date:** 5 July 2021

**TC AD CF-94-02 IFR Instrument Requirements – Inspection**

**Effective Date:** 16 March 1994

**FAA AD 93-08-14 Main Rotor Flapping Bearing – Inspection**

**Effective Date:** 6 April 1994

**CF-2018-16 Seat Belt Comfort Clips – Inspection**

**Applicability:** Bell 222, 222B and 222U helicopters, all S/N.

**Effective Date:** 28 June 2018

**\* EASA AD 2021-0148 Emergency Flotation System (EFS) – AFM Supplement**

**Applicability:** Bell 222, 222B and 222U helicopters, all S/N, fitted with an Emergency Flotation System (EFS), all part numbers, as approved optional kit for ditching from the helicopter design approval holder, or by installation through a Supplemental Type Certificate (STC).

**Note:** EASA AD 2021-0148 retains the requirements in superseded EASA AD 2014-0244 and introduces a revised Appendix 2-B in the AD.

**Effective Date:** 5 July 2021