



No.	CF-2000-13	1/2
Date	23 May 2000	

AIRWORTHINESS DIRECTIVE

THE FOLLOWING AIRWORTHINESS DIRECTIVE (AD) MAY BE APPLICABLE TO AN AIRCRAFT, WHICH OUR RECORDS INDICATE IS REGISTERED IN YOUR NAME. ADS ARE ISSUED PURSUANT TO **CANADIAN AVIATION REGULATION (CAR) 593**. PURSUANT TO **CAR 605.84** AND THE FURTHER DETAILS OF **CAR STANDARD 625, APPENDIX H**, THE CONTINUING AIRWORTHINESS OF AN AIRCRAFT IS CONTINGENT UPON COMPLIANCE WITH ALL APPLICABLE ADS. FAILURE TO COMPLY WITH THE REQUIREMENTS OF AN AD MAY INVALIDATE THE FLIGHT AUTHORIZATION OF THE AIRCRAFT. ALTERNATIVE MEANS OF COMPLIANCE SHALL BE APPLIED FOR IN ACCORDANCE WITH **CAR 605.84** AND THE ABOVE-REFERENCED **STANDARD**. THIS AD HAS BEEN ISSUED BY THE CONTINUING AIRWORTHINESS DIVISION, AIRCRAFT CERTIFICATION BRANCH, TRANSPORT CANADA, OTTAWA.

CF-2000-13 BELL

Applies to the following Bell Helicopter Textron Canada (BHTC) 206 series helicopters:

Model	Serial numbers
(i) 206A	004 through 660, and 672 through 715.
(ii) 206B	661 through 671, 716 through 4529, and 5101 through 5267.
(iii) 206L	45004 through 45153, and 46601 through 46617.
(iv) 206L1	45154 through 45790.
(v) 206L3	51001 through 51612.

Compliance is required as indicated, unless already accomplished.

A raised forging boss is present on some collective lever assemblies (P/N 206-010-467-001). This configuration could lead to the collective lever coming into contact with the swashplate outer ring (P/N 206-010-453), when the collective is in the full down position and the cyclic is in the full forward position. BHTC has issued Alert Service Bulletins (ASBs) 206-00-93 (Revision A) and 206L-00-116, which introduce a one-time inspection followed by either immediate or delayed removal of this raised forging boss, including spares.

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

1. Within 30 days after the effective date of this directive, inspect the clearance between the collective lever assembly and the swashplate outer ring in accordance with the applicable BHTC ASB 206-00-93 Revision A dated 10 May 2000, or 206L-00-116 dated 10 March 2000, or later revisions approved by the Director, Aircraft Certification, Transport Canada. If the clearance is 0.060 inch (1.52 mm) or less, remove the raised forging boss before further flight as per the applicable ASB.
2. Regardless of the clearance measured at the inspection of paragraph 1 above, remove the raised forging boss as per the applicable ASB noted above at the next removal of the collective lever assembly but no later than 31 January 2001.

This directive becomes effective 30 June 2000.

For Minister of Transport



B. Goyaniuk
Chief, Continuing Airworthiness

For further information contact a Transport Canada Centre, or Mr. Bogdan Gajewski, Continuing Airworthiness, Ottawa, telephone (613) 952-4450, facsimile (613) 996-9178 or e-mail gajewsb@tc.gc.ca.