



No.	CF-2001-03R1	1/2
Issue Date	28 May 2001	

AIRWORTHINESS DIRECTIVE

The following airworthiness directive (AD) may be applicable to an aircraft which our records indicate is registered in your name. ADs are issued pursuant to **Canadian Aviation Regulation (CAR) 593**. Pursuant to **CAR 605.84** and the further details of **CAR Standard 625, Appendix H**, the continuing airworthiness of a Canadian registered aircraft is contingent upon compliance with all applicable ADs. Failure to comply with the requirements of an AD may invalidate the flight authorization of the aircraft. Alternative means of compliance shall be applied for in accordance with **CAR 605.84** and the above-referenced **Standard**.

This AD has been issued by the Continuing Airworthiness Division (AARDG), Aircraft Certification Branch, Transport Canada, Ottawa, telephone (613) 952-4357.

- Number:** CF-2001-03R1
- Subject:** Bell 206A/B - Particle Separator / Intake Deflector
- Effective:** 28 February 2001 (the effective date of Airworthiness Directive (AD) CF-2001-03).
- Revision:** Supersedes AD CF-2001-03 issued 22 January 2001.
- Applicability:** All Bell Helicopter Textron Canada (BHTC) Model 206A and B series helicopters.
- Compliance:** Not later than 30 September 2001, unless already accomplished.

Background: In 1989, the Federal Aviation Administration (FAA) issued Airworthiness Directive (AD) 89-10-11R1 applicable to the Bell 206A and 206B models, requiring the installation of the Bell Helicopter particle separator and intake deflector system for operation in falling or blowing snow. In Canada a large number of helicopters which were equipped with winterization kits consisting of reverse scoops and auto relight (re-ignition) systems, were granted an exemption to this AD in the form of an Alternate Means of Compliance (AMOC). The original issue of this AD superseded FAA AD 89-10-11R1 and mandated the installation of an auto relight system in addition to the kits installed previously as per FAA AD 89-10-11R1.

This revision has been issued to correct the compliance date and remove reference to the 206B3 model as this is only a marketing designator. Other minor editorial changes have also been made.

Corrective Actions: The following equipment shall be installed when conducting flight operations in falling or blowing snow:

1. For Model 206A and 206B:
 - (a) Engine (Automatic) Re-Ignition Kit No. 206-706-038;
 - (b) Deflector Kit – Engine Air Induction System; and
 - (c) Snow Particle Separator - Engine Air Induction System.
2. Alternatively, for the Model 206A Helicopter only:
 - (a) Engine (Automatic) Re-Ignition Kit No. 206-706-038; and
 - (b) Snow Winterization - Air Induction System.

The following Flight Manual and related Supplements refer:

DOCUMENT	BELL 206A	BELL 206B	
Flight Manual	BHT-206A-FM-1 Rev. D-44	BHT-206B-FM-1 Rev. B-47	BHT-206B3-FM-1 Rev. 8
Flight Manual Supplement	BHT-206A-FMS-11* "Snow Winterization - Air Induction System"		
"	BHT-206A-FMS-18* "Snow Particle Separator Engine Air Induction System"	BHT-206B-FMS-15* "Particle Separator Engine Air Induction System"	BHT-206B3-FMS-12* "Particle Separator - Engine Air Induction System"
"	BHT-206A-FMS-24* "Deflector Kit"	BHT-206B-FMS-18* "Engine Air Induction System Deflector Kit"	BHT-206B3-FMS-10* "Deflector Kit - Engine Air Induction System"
"	BHT-206A-FMS-25* "Engine (Automatic) Re-ignition"	BHT-206B-FMS-19* "Engine (Automatic) Re-ignition"	BHT-206B3-FMS-18* "Engine (Automatic) Re-ignition"

* All referenced documents were reissued, then approved by Transport Canada on 6 October 2000.

- Notes: (i) All Canadian registered helicopters equipped with snow deflectors, particle separators and auto relight kits provided by other manufacturers are in compliance with this airworthiness directive, provided this equipment is noted as required equipment in the Limitations Section of the Flight Manual, and appropriate operating limitations exist, for flight in falling and/or blowing snow.
- (ii) Helicopters equipped with winterization kit consisting of reverse scoops and auto relight (re-ignition) systems, approved by Transport Canada as an AMOC to the FAA AD 89-10-11R1 are also in compliance with this directive.

Authorization: For Minister of Transport



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