



No.	<b>CF-2001-13</b>	1/1
Issue Date	15 March 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-2001-13

**Subject:** Bell 206B and 206L - Soloy Engine RPM Sensor

**Effective:** 27 April 2001.

**Replacement:** Supersedes FAA Airworthiness Directive (AD) 91-23-15.

**Applicability:** Bell Helicopter Textron Canada Model 206B and Series 206L helicopters, equipped with Allison 250-C20R engine and Soloy engine power-out warning sensors, part number 206-075-545-001, in accordance with Supplemental Type Certificate (STC) SH 95-46 (FAA STC SH4179NM, applicable to Model 206B) and SH 95-45 (FAA STC SH4169NM, applicable to Model 206L).

**Compliance:** Within 15 days after the effective date of this AD, unless already accomplished.

**Background:** FAA AD 95-24-06, which superseded FAA AD 91-23-15, mandated the addition of a warning and a note to the Rotorcraft Flight Manual to alert the pilot of a potential false engine-out warning from the above-noted Soloy sensor when practicing auto-rotations. Because AD 95-24-06 was issued after the date of transfer of Bell 206 design responsibility to Canada, it was not applicable outside the US. The present Transport Canada AD mandates the same requirements as FAA AD 95-24-06. The improved sensor P/N 680-2551-1 replaces the original sensor P/N 206-075-545-001.

**Corrective Actions:** 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, N<sub>1</sub> RPM undershoot and/or oscillation may occur causing a momentary false engine-out warning light and audio indication.

**NOTE:** Ensure N<sub>1</sub> RPM idle speed is set at 62-64%.”

**Authorization:** For Minister of Transport

  
for B. Goyaniuk  
Chief, Continuing Airworthiness

**Contact:** Mr. Luc Deniger, Continuing Airworthiness, Ottawa, telephone (613) 952-5385, facsimile (613) 996-9178 or e-mail denigel@tc.gc.ca or any Transport Canada Centre.