



No.	CF-2005-10R3	1/2
Issue Date	24 August 2007	

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-2005-10R3
- Subject:** Fuel Distribution System
- Effective:** 17 September 2007
- Revision:** Supersedes Airworthiness Directive (AD) CF-2005-10R2 dated 1 October 2006.
- Applicability:** Bell Helicopter Textron Canada (BHTC), Model 206 A/B series helicopters up to serial number 5305 (inclusive).
- Compliance:** As indicated, unless already accomplished.
- Background:** Inadequate electrical grounding of the fuel boost pump and the fuel drain solenoid valve, combined with fuel hoses contact, could cause arcing in the main fuel cell.

Since the issuance of CF-2005-10 it has been determined that the purge hose relocation, as per instructions provided in Part II of Alert Service Bulletin (ASB) 206 05 103, dated 11 February 2005, could cause an engine flameout in a low fuel, boost pump off, condition. Therefore, CF-2005-10, has been cancelled. Subsequent investigation has revealed that the engine flameout was caused by absence of restrictor, part number 206-061-637-001 or 206-061-655-001.

This AD mandates purge hose installation and boost pump positioning in addition to verification of installation of a fuel restrictor and filter as per Alert Service Bulletin (ASB) 206-05-103, Revision A, dated 12 July 2006.

Many Model 206A helicopters were converted to Model 206B. This revision clarifies applicability for those Model 206B helicopters that have serial numbers within the range of Model 206A.

Corrective Action: Part 1. Inspection of the Electrical Grounds

Within the next 100 hours air time, but no later than 30 November 2007, inspect the grounding of the fuel pumps and solenoid valve, as per instructions provided in Part I of Alert Service Bulletin (ASB) 206-05-103, dated 11 February 2005, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada.

Part 2. Clamping of the Purge Hose and Boost Pump Positioning

By no later than 30 November 2007 perform clamping of the purge hose and position the boost pumps, as indicated, in accordance with Part II of ASB 206 05-103, Revision A, dated 12 July 2006, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada.

Pursuant to *CAR 202.51* the registered owner of a Canadian aircraft shall, within seven days, notify the Minister in writing of any change of his or her name or address.

To request a change of address, contact the **Civil Aviation Communications Centre (AACRC)** at **Place de Ville, Ottawa, Ontario K1A 0N8**, or **1-800-305-2059**, or www.tc.gc.ca/civilaviation/communications/centre/address.asp



Part 3. Restrictor Verification.

At the next 100-hour inspection, but no later than 30 November 2007, verify the installation of the restrictor as per instructions provided in Part III of the ASB 206-05-103, Revision A, dated 12 July 2006, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada.

Part 4. Verification of Filter.

At the next 100-hour inspection, but no later than 30 November 2007, verify the installation of a filter as per instructions provided in Part IV of the ASB 206-05-103, Revision A, dated 12 July 2006, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada.

In addition, for rotorcraft requiring the filter, amend the maintenance program to require a recurring 24-month inspection and cleaning as indicated in Part IV, paragraph 2, of the ASB 206-05-103, Revision A, dated 12 July 2006, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada.

Authorization: Minister of Transport, Infrastructure and Communities

P. Tang
Acting Chief, Continuing Airworthiness

Contact: Mr. Bogdan Gajewski, Continuing Airworthiness, Ottawa, telephone 613-952-4450, facsimile 613-996-9178 or e-mail: gajewsb@tc.gc.ca or any Transport Canada Centre.