



No.	CF-2008-04	1/2
Issue Date	11 January 2008	

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-2008-04

Subject: Tailboom inspection

Supersedes: Airworthiness Directive CF-1999-17R2

Effective: 28 January 2008

Applicability: Bell Helicopter Textron Canada (BHTC) Model 407 helicopters with tailbooms P/N 407-030-801-107 and 407-530-014-101/-103 installed.

Compliance: As indicated unless already accomplished.

Background: There have been several reports of cracks to the tailboom skin on the left side in the area of horizontal stabilizer. The cracks were found by visual inspection.

To correct the problem, the affected tailbooms (P/N 407-030-801-101 and -105) were modified in accordance with Alert Service Bulletin (ASB) 407-01-48 mandated by Airworthiness Directive CF-1999-17R2. The modified tailbooms were given the new part numbers (P/N 407-530-014-101 and -103), 150 hour inspection intervals and a life limit of 5000 hours. Tailboom P/N 407-030-801-107 was also subject to the same 5000 hour life limit and 150 hour periodic inspection.

This AD mandates new inspection requirements as introduced by ASB 407-07-80.

A life limit of 5000 airtime hours for the tailboom has been identified in Chapter 4, Rev. 23 of Maintenance Manual.

Corrective Actions: **Part I – Verification**

1. Within the next 10 airtime hours, verify whether tailboom P/N 407-030-801-107 or 407-530-014-101/-103 is installed on the helicopter.
2. Enter into the helicopter technical records the appropriate tailboom part number as identified in (1).
3. If the tailboom identified is not affected by this AD, annotate the helicopter technical records accordingly.

Part II - Surface preparation and initial inspection.

1. Within the next 25 hours air time or 30 days, whichever occurs first, prepare the tailboom surface for "Daily Visual Check" in accordance with Part II, paragraph (1), items (a) to (e) of ASB 407-07-80 dated 27 August 2007, 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 (AARC)** at Place de Ville, Ottawa, Ontario K1A 0N8, or 1-800-305-2059, or www.tc.gc.ca/civilaviation/communications/centre/address.asp



2. Inspect both areas for cracks (indicated as "Daily check area" on Figure 2 in ASB 407-07-80) using a 10X magnifying glass.
3. If a crack is found, replace the tailboom before next flight.
4. If no crack is found, make sure both surfaces are dry and protect each reworked area with a thin coat of clear coating in accordance with applicable paragraph of Part II, of ASB 407-07-80 dated 27 August 2007, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada.

Part III- Daily Visual Check

Before the first flight of the day, during the pre-flight check, perform a visual check of the tailboom in accordance with Part III, paragraphs (1) and (2) of ASB 407-07-80 dated 27 August 2007, or later revisions approved by the Chief, Continuing Airworthiness, and Transport Canada.

If, as a result of the Part III Daily Visual Check inspection, a crack is found, replace the tailboom with airworthy part before further flight. Continue this inspection if the replacement tailboom is identified in applicable section of this AD.

Part IV – 100 hour Inspection

Within the next 100 hours air time, and at intervals no to exceed 100 hours air time thereafter, perform a 100-hours inspection of the tailboom in accordance with Part IV of ASB 407-07-80 dated 27 August 2007, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada.

If, as a result of the Part IV 100 hour inspection, a crack is found, replace the tailboom with airworthy part before further flight. Continue this inspection if the replacement tailboom is identified in applicable section of this AD.

Part V – Terminating action

Replacement of the affected tailboom with tailboom P/N 407-030-801-201/-203/-205, or later numbers, constitutes terminating action to this directive.

Authorization: For Minister of Transport, Infrastructure and Communities

B. Goyaniuk
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.