



No.	CF-2009-07	1/2
Issue Date	6 March 2009	

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), National Aircraft Certification Branch, Transport Canada, Ottawa, telephone 613 952-4357.

- Number:** CF-2009-07
- Subject:** Tailboom – Skin Cracking
- Effective:** 6 April 2009
- Applicability:** Bell Helicopter Textron Canada (BHTC) Model 407 helicopters with tailboom part number (P/N) 407-030-801-201, -203 or -205.
- Compliance:** As indicated unless already accomplished.
- Background:** A recent stress analysis of the chemically milled tailboom skin has revealed a possibility of skin cracking due to high stress concentration areas. This condition if not detected could result in serious damage to the tailboom.

This directive mandates a new inspection schedule to allow for early detection of skin cracks.

- Corrective Actions:** **Part A – Verification**
- A. Within the next 25 flight hours, verify whether tailboom P/N 407-030-801-201, -203 or -205, is installed on the helicopter.
 - B. Enter the appropriate tailboom P/N as identified in paragraph A. into the helicopter technical records and also the number of flight hours for this tailboom. If the number of tailboom’s flight hours is unknown; for the purpose of this directive it should be considered to have more than 8600 flight hours.
 - C. Proceed to Part B and Part C of this directive.

Part B – Inspection schedule determination

Using the accompanying table, establish the inspection schedule applicable to the tailboom affected.

Inspection schedule			
	Tailboom’s flight hours		
	Less than 6900	Less than 8600 but more than 6900	8600 or more
Applicable Part of ASB 407-08-84	Part II	Part II + Part III	Part II + Part III + Part IV

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



Note:

Part II – Inspection at every 300 hours with 10x magnifying glass

Part III – Inspection at every:

- a) 150 hours with 10x magnifying glass, or
- b) 500 hours by Eddy Current method

Part IV – Inspection at every 50 hours with 10x magnifying glass, or Daily Visual Check during the pre-flight check followed by a 10x magnifying glass inspection at the next scheduled inspection.

Part C – Inspection

Perform the repetitive inspections of the tailboom in accordance with inspection procedure as per applicable part of Alert Service Bulletin (ASB) 407-08-84 dated 18 August 2008 or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada.

Authorization: For Minister of Transport, Infrastructure and Communities

Derek Ferguson
Acting Chief, Continuing Airworthiness

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