



# AIRWORTHINESS DIRECTIVE

*This Airworthiness Directive (AD) is issued pursuant to Canadian Aviation Regulation (CAR) 521.427. No person shall conduct a take-off or permit a take-off to be conducted in an aircraft that is in their legal custody and control, unless the requirements of CAR 605.84 pertaining to ADs are met. Standard 625 - Aircraft Equipment and Maintenance Standards Appendix H provides information concerning alternative means of compliance (AMOC) to ADs.*

**Number:**

CF-2009-41R1

**Effective Date:**

7 November 2016

**ATA:**

53

**Type Certificate:**

H-92

**Subject:**

Fuselage - Cracking of Tail boom Fitting

**Revision:**

Supersedes AD CF-2009-41 issued on 16 November 2009.

**Applicability:**

Bell Helicopter Textron Canada Limited (BHTC) helicopter models:

206L serial numbers 45004 through 45153 and 46601 through 46617

206L-1 serial numbers 45154 through 45790

206L-3 serial numbers 51001 through 51612

206L-4 all serial numbers.

**Compliance:**

At the next 100 hour scheduled inspection and subsequently at intervals not to exceed 110 hours air time.

**Background:**

A new airworthiness limitation was introduced in 2009 for the tail boom upper left attachment fitting Part Number (P/N) 206-032-409-001 after cracked fittings were found during inspection of in-service helicopters. The requirement to inspect the fitting at 100 hour intervals was incorporated into the Chapter 4 Airworthiness Limitations Schedule (ALS) of the applicable maintenance manuals at that time.

A cracked fitting, if not detected, will eventually fracture completely resulting in separation of the tail boom from the fuselage and loss of control of the helicopter.

Detailed instructions for completing the inspection, interpreting the results and repairing or replacing the fitting are contained in BHTC Alert Service Bulletin (ASB) 206L-09-158. The original issue of this AD mandated the recurring inspection defined in that ASB.

In 2011 BHTC proposed an extension of the Airworthiness Limitation inspection interval to 110 flight-hours to align with the 100-hour scheduled inspection tolerance. This extension was approved by Transport Canada and incorporated into the applicable ALS at that time. The ASB was also revised to reflect the change in inspection interval.

Revision 1 of this AD revises the compliance requirements from 100 hour intervals to 110 hour intervals, aligning the requirements of the AD with the requirements as they are currently defined in the ALS.

**Corrective Actions:**

Inspect the tail boom upper left attachment fitting P/N 206-032-409-001, and rectify if required, in accordance with Accomplishment Instructions of ASB 206L-09-158 Rev. B dated 1 June 2011 or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada.

Incorporation of the recurring inspection into the operator's maintenance schedule constitutes terminating action to this AD. BHTC added the inspection to the Chapter 4 ALS with the following Maintenance Manual revisions:

BHT-206L-MM-1, Rev 29, dated 26 May 2009  
BHT-206L1-MM-1, Rev 26, dated 26 May 2009  
BHT-206L3-MM-1, Rev 9, dated 26 May 2009  
BHT-206L4-MM-1, Rev 7, dated 26 May 2009

**Authorization:**

For the Minister of Transport,

*ORIGINAL SIGNED BY*

Rémy Knoerr  
Chief, Continuing Airworthiness  
Issued on 24 October 2016

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