



No.	CF-2011-43	1/2
Issue Date	10 November 2011	

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-2011-43

Subject: Main Rotor Blade

Effective: 24 November 2011

Applicability: Bell Helicopter Textron Canada Models 206L, L-1, L-3 and L-4, all serial numbers.

Compliance: As indicated below, unless already accomplished.

Background: During manufacturing, some main rotor blades were inadvertently fitted with the oversized spar spacers. This configuration reduces the life of the blades from 3600 to 2300 hours air time.

This directive mandates a new life limitation for the affected blades.

Corrective Actions: No later than 100 hours air time or 30 days, whichever come first, from the effective date of this directive:

Part A. Verification

Verify the serial number of the main rotor blades in accordance with Part I of the Accomplishment Instructions of Bell Helicopter Alert Service Bulletin (ASB) 206L-09-163, dated 13 November 2009, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada.

1. If the serial number of the main rotor blade is not listed in Table 1 or 2 of the above-noted ASB, no further action is required.
2. If the serial number of the main rotor blade is listed in Table 1 or 2 of the above-noted ASB, measure the spar spacer in accordance with Part II A. or II B., as applicable, of the Accomplishment Instructions of the above-noted ASB.
 - a. If the blades are fitted with the spacer of the correct size (no more than 25.86 mm or 1.018 inch), no further action is required.
 - b. If the blades are fitted with an oversized spacer (more than 25.86 mm or 1.018 inch), proceed to Part B of this directive.

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

Canada

Part B. Re-identification

If the spar spacer is larger than the required width (more than 25.86 mm or 1.018 inch), re-identify the main rotor blade data plate in accordance with the Accomplishment Instructions of Part II A. or Part II B., as applicable, of the above-noted ASB. Make a technical record entry indicating that the retirement life for this main rotor blade has been reduced from 3600 to 2300 hours air time. Prior to further flight, remove from service any main rotor blades that exceed the new retirement life of 2300 hours air time.

As of the effective date of this AD, no main rotor blades affected by this directive may be installed on the helicopter until their life limit is determined and noted in the log book.

Authorization: For the Minister of Transport, Infrastructure and Communities

ORIGINAL SIGNED BY

Derek Ferguson
Chief, Continuing Airworthiness

Contact: Bogdan Gajewski, Continuing Airworthiness, Ottawa, telephone 613-952-4357, facsimile 613-996-9178 or e-mail CAWWEBFeedback@tc.gc.ca or any Transport Canada Centre.