



## EASA Safety Information Notice

No.: 2007-25

Issued: 17 September 2007

**Subject:** Tail Rotor Blades installed on Bell Helicopters

**Ref. Publication:** Transport Canada Emergency AD CF-2007-21, Federal Aviation Administration (FAA) Emergency AD 2007-19-53 (copies attached to this SIN) and associated Bell Helicopter Textron Alert Service Bulletins:

Helicopter Model	State of Design	Alert Service Bulletin	Date
204B	USA	204-07-61	11 September 2007
205A, 205A-1	USA	205-07-95	11 September 2007
205B	USA	205B-07-46	11 September 2007
206 series	Canada	206-07-116	11 September 2007
206L series	Canada	206L-07-148	11 September 2007
212	USA	212-07-125	11 September 2007
222 and 222B	Canada	222-07-106 Rev. A	13 September 2007
222U	Canada	222U-07-77 Rev. A	13 September 2007
230	Canada	230-07-38 Rev. A	13 September 2007
407	Canada	407-07-81	11 September 2007
412	USA	412-07-123	11 September 2007
427	Canada	427-07-18	11 September 2007
430	Canada	430-07-41 Rev. A	13 September 2007

The ASBs can be downloaded from <http://www.bellcustomer.com/files/#downloads>

**Introduction:** Transport Canada Civil Aviation (TCCA), the responsible authority of the State of Design for a number of the affected helicopter types, has received three reports of balance weights departing from the tail rotor blades during flight. The cause has been narrowed down to weight screws that were not installed during repair. This failure can happen at any time. To address the unsafe condition, TCCA has issued an Emergency AD (EAD) to order owners and operators of Bell helicopters to identify and inspect the affected tail rotor blades (identified by Part- and Serial Number in Bell ASB's) and take corrective action, as necessary.

Concurrently with the TCCA EAD, the FAA, the responsible authority of the State of Design for the US-manufactured Bell types affected by this problem, published EAD 2007-19-53 to

require those same actions from owners and operators of US-manufactured Bell helicopters.

According to Article 15(1) of Regulation (EC) No 1592/2002 of the European Parliament and of the Council of 15 July 2002 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, EASA has only taken over Member States obligations that are related to design approval. As a consequence, EASA is only authorised to issue ADs related to design approval. EASA has determined that the above referenced TCCA EAD and FAA EAD are not related to design approval, as the unsafe condition is the result of improperly accomplished repairs and that the type designs are not affected. However, this is a serious safety issue and this Safety Information has been issued accordingly. The National Aviation Authorities of the EU member states may adopt the referenced EADs under their State of Registry responsibility.

**Applicability:** Bell 204B, 205 Series, 206 Series, 206L Series, 212, 222 Series, 230, 407, 412 Series, 427 and 430 helicopters.

**Note:** The FAA EAD also refers to Bell Models 210 and 412CF; these have not been validated in Europe at this time.

**Recommendation:** This Safety Information Notice is for information only.

**Contact:** For further information contact the Section Airworthiness Directives, Certification Directorate, EASA.  
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