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Sektion 2. Utlandstillverkad flygmateriel

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**TITEL:** Kontroll av fena och installation av skylt

**GÄLLER:** 407 med S/N angivna i bifogad kopia av CF-98-10R1

**ÅTGÄRD:** Utför åtgärder angivna i CF-98-10R1

**TID FÖR ÅTGÄRD:** Inom 100 flygtimmar räknat från 10 juli 1998 om ej tidigare utfört.  
Installation av skylt vid nästa 300 timmars tillsyn.

**UNDERLAG:** CF-98-10R1  
BHTC Alert Service Bulletin (ASB) 407-98-17 Revision A daterad 26 juni 1998 eller senare utgåva

**REFERENS:** CF-98-10R1

**BESLUTSDATUM:** 1998-09-14

**LFS 1998:58**

Åtgärder enligt LVD utgör nödvändig förutsättning för ifrågavarande flygmateriels luftvärdighet. Referens BCL M 1.11.

Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senast gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.

Postadress	Gatuadress	Telefonnummer	Telegram	Telex
601 79 NORRKÖPING	Vikboplan 11	011-192000	Civilair Norrköping	62450



No.	CF-98-10R1	1/2
Date	20 August 1998	

## 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 AN 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.

### CF-98-10R1 BELL

Applies to Bell Helicopter Textron Canada (BHTC) Model 407 helicopters, serial numbers 53000 through 53273 inclusive with vertical fin assembly serial numbers BP2266 and prior, except BP2260, BP2262 and BP2265.

Compliance is required as follows, unless already accomplished.

Some vertical fin assemblies may have a reduced skin thickness which decreases the strength of the fin. If not corrected, this situation can lead to cracking of the vertical fin assembly.

To ensure the structural integrity of the vertical fin assembly, within the next 100 hours air time after the effective date of this directive remove the fin assembly P/N 206-020-113-221 or -229, as applicable, from the tailboom and perform a one-time visual inspection of the fin as outlined in Part I of BHTC Alert Service Bulletin (ASB) 407-98-17 Revision A, dated 26 June 1998 or later revision approved by the Director, Aircraft Certification, Transport Canada.


- (a) If no damage is found as a result of the inspection above, reinstall the fin assembly to its original configuration.
- (b) If any damage is found, accomplish the corrective action as outlined in Part II of the above noted service bulletin.
- (c) Upon completion of Part II of the service bulletin, install a nameplate indicating part number 206-070-113-223FM together with the applicable serial number, as outlined in Part III of the above noted service bulletin.

For those aircraft already in conformity with paragraph (b) of the original directive CF-98-10, install the subject nameplate at the next 300-hour inspection.

This revision supersedes Airworthiness Directive CF-98-10 issued 3 June 1998.

This directive becomes effective 2 October 1998.

For Minister of Transport



M.J. Martin

Acting Chief, Continuing Airworthiness

Further information contact a Transport Canada Centre, or Mr. Bogdan Gajewski, Continuing Airworthiness Ottawa, telephone (613) 952-4450, facsimile (613) 996-9178 or e-mail [gajewsb@tc.gc.ca](mailto:gajewsb@tc.gc.ca).

The purpose of this revision is to extend the applicability of the original directive to all helicopters up to serial number 53273, and to introduce the installation of a nameplate where applicable.