
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Byte av drivaxel

GÄLLER: Modell 407 med S/N 53000 och 53002 tom 53066

ÅTGÄRD: Utför åtgärder angivna i bifogad kopia av CF-98-25R1

TID FÖR ÅTGÄRD: Inom 50 flygtimmar om ej tidigare utfört

UNDERLAG: CF-98-25R1
BHTC Alert Service Bulletin (ASB) 407-98-19 daterad 19 juni 1998

REFERENS: CF-98-25R1

BESLUTSDATUM: 1998-09-28

LFS 1998:22

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-98-25R1	1/1
Date	3 September 1998	

Bilaga till LVD 2899R1

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-98-25R1 BELL

Applies to all Bell Helicopter Textron Canada (BHTC) Model 407 helicopters, serial number 53000, and 53002 through 53066.

Compliance is required within the next 50 hours air time after the effective date of this directive, but no later than 30 September 1998, unless already accomplished.

A recent evaluation of the engine-to-transmission driveshaft P/N 206-340-300-103 concluded that in the present configuration the certification criteria are not fully met. Therefore, replacement of the subject driveshaft with P/N 206-340-300-105 is necessary. BHTC Alert Service Bulletin (ASB) 407-98-19, dated 19 June 1998, refers.

To ensure the continuing airworthiness of the aircraft, replace the engine-to-transmission driveshaft P/N 206-340-300-103 with driveshaft P/N 206-340-300-105 as detailed in BHTC ASB 407-98-19. Superseded driveshafts P/N 206-340-3000-103 shall be either rendered unusable or identified as unairworthy and kept segregated from airworthy parts.

This revision supersedes Airworthiness Directive CF-98-25 issued 25 August 1998.

This directive retains the 27 September 1998 effective date of Airworthiness Directive CF-98-25.

For Minister of Transport

J.E. Hurley
Acting Chief, Continuing Airworthiness

For 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.

This revision limits the applicability of the directive and instructs on the disposition of the superseded driveshafts.