
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Installation av dekal på utluftningsrör för bränslesystem.

GÄLLER: Bell Helicopter Textron Inc och Agusta Bell 206 alla modeller.

ÅTGÄRD: Utför åtgärder angivna i bifogad kopia av TCA AD CF-96-11 och RAI AD 1997-021.

TID FÖR ÅTGÄRD: Enligt TCA AD CF-96-11 och RAI AD 1997-021

UNDERLAG: Technical Bulletin No. 206-95-156 (206A, 206B)
Technical Bulletin No. 206L-95-180 (206L)
Bolletino Technico 206-223 rev A (AB 206A, AB 206B)

REFERENS: TCA CF-96-11, RAI 1997-021

BESLUTSDATUM: 14 januari 2002

LFS 2002:9

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	Faxnummer	Telegram Civilair	Telex
601 79 NORRKÖPING	Vikobplan 11	011-19 20 00	011-19 25 75	Norrköping	62450



Transport Canada
Safety and Security

Transports Canada
Sécurité et sûreté

Aviation
Regulation

Réglementation
aérienne

TP 7245E

No.	CF-96-11	1/2
Date	30 May 1996	

AIRWORTHINESS DIRECTIVE

THE FOLLOWING CANADIAN AIRWORTHINESS DIRECTIVE IS ISSUED PURSUANT TO SECTION 211 OF THE AIR REGULATIONS AND CHAPTER 503 OF THE AIRWORTHINESS MANUAL.

CF-96-11 BELL

Applies to all Bell Helicopter Textron Canada Model 206 helicopters.

Compliance is required as indicated unless already accomplished.

A Transportation Safety Board of Canada (TSB) investigation into the crash of a Bell 206B helicopter concluded that an unsuccessful landing took place as the result of an engine flame-out due to water-contaminated fuel. It is probable that water was mistakenly introduced into the fuel system through the fuel cell vent tube during an attempt to clean the engine pan drain tube with a water hose. These two tubes are visually similar and are located very close to each other.

To ensure that the fuel cell vent tube can be easily identified, accomplish the following:

1. Within the next 100 hours time-in-service after the effective date of this directive, inspect the helicopter to ensure that the fuel vent decal is installed and easily readable. If the decal is not installed, or is already installed but worn beyond being easily readable, install decal P/N 209-070-139-007 as per the applicable technical bulletin:

Model 206A, 206B - Technical Bulletin No. 206-95-156
Model 206L - Technical Bulletin No. 206L-95-180

2. Before 31 August 1996, incorporate into the operator's aircraft maintenance program the procedures of paragraph 1 above. The required procedures shall be repeated at each annual or 300-hour scheduled inspection, whichever comes first.

Note: The amendment to the aircraft maintenance program, required by paragraph 2, eliminates the requirement to record in the aircraft records the intervals of this directive and the repeat certification of accomplishment in accordance with Airworthiness Manual Chapter 575. This inspection task insertion is to include the following:

"AD CF-96-11 refers. This task is not to be escalated or removed from the inspection program without approval by Chief, Continuing Airworthiness, Transport Canada, Ottawa."

Alternative means of compliance with the requirements of this directive may be used only if approved by the Director, Airworthiness Branch, Transport Canada, Ottawa. Any application should be made to the appropriate regional office.

THIS AIRWORTHINESS DIRECTIVE MAY BE APPLICABLE TO AN AIRCRAFT MODEL WHICH OUR RECORDS INDICATE IS REGISTERED IN YOUR NAME. CONTINUING AIRWORTHINESS OF AN AIRCRAFT IS CONTINGENT UPON COMPLIANCE WITH ALL APPLICABLE AIRWORTHINESS DIRECTIVES. FAILURE TO COMPLY WITH THE REQUIREMENTS OF AN AIRWORTHINESS DIRECTIVE MAY INVALIDATE THE CERTIFICATE OF AIRWORTHINESS OR FLIGHT PERMIT OF YOUR AIRCRAFT.

For any address change, print new address on the envelope in which this directive was received and return to Transport Canada, AARCC, Ottawa, Ontario K1A 0N8 (full postage required).

24-0022 (01-94)

Canada

**REGISTRO AERONAUTICO ITALIANO****PRESCRIZIONE DI AERONAVIGABILITA'****SOGGETTO - OGGETTO:**

Elicotteri Bell 206 / Decalcomania per sfiato serbatoio combustibile.

RIFERIMENTI:**-Documentazione della Ditta Costruttrice:**

BELL CANADA

Technical Bulletin 206-95-156

BELL CANADA

Technical Bulletin 206L-95-180

AGUSTA

Bollettino Tecnico 206-223

- Prescrizioni Estere:

TCA Canada

AD CF-96-11

N. 1997-021
del 28-01-
1997

Rev. 0

P.A. Ripetitiva
SI

DATA DI ENTRATA IN VIGORE: 5 marzo 1997

SCADENZA:

- Paragrafo 1. della AD a riferimento:

Come indicato nella stessa AD, a partire dalla data di entrata in vigore della

presente PA, se non già eseguito.

- Paragrafo 2. della AD a riferimento:

Entro la data del 30 aprile 1997. Successivamente ad ogni ispezione programmata

delle 300 ore o annuale, quale delle scadenze si verifichi prima.

APPLICABILITA':

Tutti gli elicotteri Bell Helicopter Textron Canada serie 206 e Agusta-Bell AB206A e AB206B.

DESCRIZIONE:

L'allegata AD a riferimento costituisce Prescrizione di Aeronavigabilità del RAI, con la scadenza riportata alla relativa voce della presente PA.

Si riporta di seguito il testo della suddetta AD:

CF-96-11 BELL

Applies to all Bell Helicopter Textron Canada Model 206 helicopters.

Compliance is required as indicated unless already accomplished.

A Transportation Safety Board of Canada (TSB) investigation into the crash of a Bell

206B helicopter concluded that an unsuccessful landing took place as the result of an

engine flame-out due to water-contaminated fuel. It is probable that water was mistakenly

introduced into the fuel system through the fuel cell vent tube during an attempt

to clean the engine pan drain tube with a water hose. These two tubes are visually

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Alternative means of compliance with the requirements of this directive may be used only if approved by the Director, Airworthiness Branch, Transport Canada, Ottawa. Any application should be made to the appropriate regional office.

This directive becomes effective 9 July 1996.

For Minister of Transport

S.R. Didrikson
Chief, Continuing Airworthiness

Further information regarding the contents or interpretation of this directive may be obtained from your regional office, or by contacting directly Mr. Bogdan Gajewski, Transport Canada, Airworthiness Branch, Ottawa, telephone (613) 952-4450 or facsimile (613) 996-9178.

----- FINE -----

Il Certificato di Navigabilità dell'aeromobile sulle cui strutture od impianti deve essere applicata la Prescrizione di Aeronavigabilità in oggetto, scade di validità qualora essa non venga attuata nei termini prefissati. La effettuazione della Prescrizione di Aeronavigabilità deve essere annotata, a cura dell'Esercente, sui libretti dell'aeromobile, del motore o dell'elica.