
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Kontroll av hävarm

GÄLLER: Bell Helicopter Textron Inc och Agusta-Bell 206 modeller och S/N angivna i bifogad kopia av TC AD CF-2000-13 och ENAC AD 2000-343.

ÅTGÄRD: Utför åtgärder angivna i bifogad kopia av TC AD CF-2000-13 och ENAC AD 2000-343.

TID FÖR ÅTGÄRD: Enligt punkt 1 och 2 i TC AD CF-2000-13 och ENAC AD 2000-343.

UNDERLAG: BHTC Alert Service Bulletiner (ASB) 206-00-93 rev. A eller senare utgåva och 206L-00-116. Bolletino Technico 206-233.

REFERENS: AD CF-2000-13, ENAC AD 2000-343

BESLUTSDATUM: 14 januari 2002

LFS 2002:14

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 Transports
Canada Canada

TP 7245E

No.	CF-2000-13	1/2
Date	23 May 2000	

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 605.94 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 605.94 AND THE ABOVE-REFERENCED STANDARD.

THIS AD HAS BEEN ISSUED BY THE CONTINUING AIRWORTHINESS DIVISION, AIRCRAFT CERTIFICATION BRANCH, TRANSPORT CANADA, OTTAWA.

CF-2000-13 BELL

Applies to the following Bell Helicopter Textron Canada (BHTC) 206 series helicopters:

Model	Serial numbers
(i) 206A	004 through 660, and 672 through 715.
(ii) 206B	661 through 671, 716 through 4529, and 5101 through 5267.
(iii) 206L	45004 through 45153, and 46601 through 46617.
(iv) 206L1	45154 through 45790.
(v) 206L3	51001 through 51612.

Compliance is required as indicated, unless already accomplished.

A raised forging boss is present on some collective lever assemblies (P/N 206-010-467-001). This configuration could lead to the collective lever coming into contact with the swashplate outer ring (P/N 206-010-453), when the collective is in the full down position and the cyclic is in the full forward position. BHTC has issued Alert Service Bulletins (ASBs) 206-00-93 (Revision A) and 206L-00-116, which introduce a one-time inspection followed by either immediate or delayed removal of this raised forging boss, including spares.

To ensure adequate clearance between the collective lever and the swashplate outer ring, accomplish the following:

1. Within 30 days after the effective date of this directive, inspect the clearance between the collective lever assembly and the swashplate outer ring in accordance with the applicable BHTC ASB 206-00-93 Revision A dated 10 May 2000, or 206L-00-116 dated 10 March 2000, or later revisions approved by the Director, Aircraft Certification, Transport Canada. If the clearance is 0.060 inch (1.52 mm) or less, remove the raised forging boss before further flight as per the applicable ASB.
2. Regardless of the clearance measured at the inspection of paragraph 1 above, remove the raised forging boss as per the applicable ASB noted above at the next removal of the collective lever assembly but no later than 31 January 2001.

**Ente Nazionale per l'Aviazione Civile****PRESCRIZIONE DI AERONAVIGABILITA'****SOGGETTO - OGGETTO:**Elicotteri Bell e Agusta-Bell serie 206
Assieme leva collettivoN. 2000-343
del 11-07-
2000**RIFERIMENTI:****-Documentazione della Ditta Costruttrice:**

BELL CANADA

ASB 206-00-93 Rev. A 10-05-2000

AGUSTA

BT 206-233

Rev. 0

- Prescrizioni Estere:

TCA Canada

AD CF-2000-13

P.A. Ripetitiva
NO

DATA DI ENTRATA IN VIGORE: 15 Agosto 2000

SCADENZA:

Come indicato nella AD a riferimento, a partire dalla data di entrata in vigore della presente PA, se non già eseguito.

APPLICABILITA':

Elicotteri Bell 206A con s/n da 004 a 660 e s/n da 672 a 715, Bell 206B con s/n da 661 a 671, s/n da 716 a 4529 e s/n da 5101 a 5267, Bell 206L con s/n da 45004 a 45153 e s/n da 46601 a 46617, Bell 206L1 con s/n da 45154 a 45790, Bell 206L3 con s/n da 51001 a 51612; Tutti gli elicotteri Agusta-Bell AB 206A/B/BIII che installano l'assieme leva collettivo P/N 206-010-467-1.

DESCRIZIONE:

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

NOTA: Il Bollettino Tecnico Agusta BT 206-233 corrisponde, per gli elicotteri di costruzione di costruzione Agusta, all'Alert Service Bulletin 206-00-93 rev.A.

Si riporta di seguito il testo della suddetta AD, nella versione in lingua inglese:

CF-2000-13 Bell

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Model Serial numbers

(i) 206A 004 through 660, and 672 through 715.

(ii) 206B 661 through 671, 716 through 4529, and 5101 through 5267.

(iii) 206L 45004 through 45153, and 46601 through 46617.

(iv) 206L1 45154 through 45790.

(v) 206L3 51001 through 51612.

Compliance is required as indicated, unless already accomplished.

A raised forging boss is present on some collective lever assemblies (P/N 206-010-467-001). This configuration could lead to the collective lever coming into contact with the swashplate outer ring (P/N 206-010-453), when the collective is in the full down position and the cyclic is in the full forward position. BHTC has issued Alert Service Bulletins (ASBs) 206-00-93 (Revision A) and 206L-00-116, which introduce a one-time inspection followed by either immediate or delayed removal of this raised forging boss, including spares.

To ensure adequate clearance between the collective lever and the swashplate outer ring, accomplish the following:

1. Within 30 days after the effective date of this directive, inspect the clearance between the collective lever assembly and the swashplate outer ring in accordance with the applicable BHTC ASB 206-00-93 Revision A dated 10 May 2000, or 206L-00-116 dated 10 March 2000, or later revisions approved by the Director, Aircraft Certification, Transport Canada. If the clearance is 0.060 inch (1.52 mm) or less, remove the raised forging boss before further flight as per the applicable ASB.
2. Regardless of the clearance measured at the inspection of paragraph 1 above, remove the raised forging boss as per the applicable ASB noted above at the next removal of the collective lever assembly but no later than 31 January 2001.

This directive becomes effective 30 June 2000.

For further information contact a Transport Canada Centre, or Mr. Bogdan Gajewski, Continuing Airworthiness, Ottawa, telephone (613) 996-9178.

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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.
