
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Ändring av huvudrotormastens och "trunnion" livstid.

GÄLLER: Bell Helicopter Textron Inc., Agusta Bell modeller 206A, 206B, 206L, 206L-1, 206L-3, 206L-4, AB206A och AB206B.

ÅTGÄRD: Utför åtgärder angivna i bifogade kopior av FAA AD 81-18-01 R1, TC AD CF-97-03 och RAI AD 1997-156.

TID FÖR ÅTGÄRD: Enligt FAA AD 81-18-01 R1.

UNDERLAG: Bell Helicopter Textron Inc Alert Service Bulletin No. 2206L-94-99 rev A eller senare utgåva

REFERENS: TC AD CF-97-03, RAI AD 1997-156, FAA 81-18-01 R1

BESLUTSDATUM: 14 januari 2002

LFS 2002:15

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

[Federal Register: December 11, 2001 (Volume 66, Number 238)]
[Rules and Regulations]
[Page 63912-63913]
From the Federal Register Online via GPO Access [wais.access.gpo.gov]
[DOCID:fr11de01-7]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 81-ASW-27; Amendment 39-12555; AD 81-18-01 R1]

RIN 2120-AA64

Airworthiness Directives; Bell Helicopter Textron, Inc. Model 206A, 206B, 206A-1, 206B-1, 206L, and 206L-1 Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment revises an existing airworthiness directive (AD) for Bell Helicopter Textron, Inc. (BHTI) Model 206A, 206B, 206A-1, 206B-1, 206L, and 206L-1 helicopters that currently establishes a retirement life for the main rotor trunnion (trunnion) based on hours time-in-service (TIS). This amendment retains those requirements but revises the AD to remove the trunnion, part number (P/N) 206-011-120-103, from the applicability. This amendment is prompted by the issuance of another AD for the BHTI Model 206L and 206L-1 helicopters that requires a different method of calculating the retirement life for the trunnions. The actions specified by this AD are intended to prevent failure of the trunnion due to fatigue cracks and subsequent loss of control of the helicopter.

EFFECTIVE DATE: January 15, 2002.

FOR FURTHER INFORMATION CONTACT: Sharon Miles, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Regulations Group, Fort Worth, Texas 76193-0111, telephone (817) 222-5122, fax (817) 222-5961.

SUPPLEMENTARY INFORMATION: A proposal to amend 14 CFR part 39 by revising AD 81-18-01, Amendment 39-4192 (46 FR 42651, August 24, 1981), which applies to BHTI Model 206A, 206B, 206A-1, 206B-1, 206L, and 206L-1 helicopters, was published in the Federal Register on September 13, 2001 (66 FR 47600). The action proposed to revise AD 81-18-01 to remove the trunnion, P/N 206-011-120-103, from the applicability so that the trunnions on BHTI Model 206L series helicopters would only be affected by the RIN retirement life as required by AD 99-17-19 (64 FR 45433, August 20, 1999). The BHTI Model 206L and 206L1 helicopters are included in this AD because the other trunnions affected by the AD may be installed on these helicopters.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposal or the FAA's determination of the cost to the public. The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

The FAA estimates that since the requirements of the AD are not changed and fewer helicopters of U.S. registry will be affected by this AD revision, there will be no additional cost impact from the AD revision on U.S. operators.

The regulations adopted herein will not have a substantial direct effect on the States, on the relationship between the national Government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, it is determined that this final rule does not have federalism implications under Executive Order 13132.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39--AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

Sec. 39.13 [Amended]

2. Section 39.13 is amended by removing Amendment 39-4192 (46 FR 42651, August 24, 1981), and by adding a new airworthiness directive (AD), Amendment 39-12555, to read as follows:

AIRWORTHINESS DIRECTIVE

Aircraft Certification Service
Washington, DC



U.S. Department
of Transportation
**Federal Aviation
Administration**

We post ADs on the internet at "av-info.faa.gov"

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference 14 CFR part 39, subpart 39.3).

REVISION

81-18-01 R1 Bell Helicopter Textron, Inc.: Amendment 39-12555. Docket No. 81-ASW-27.
Revises AD 81-18-01, Amendment 39-4192, Docket No. 81-ASW-27.

Applicability: Model 206A, 206B, 206A-1, 206B-1, 206L, and 206L-1 helicopters, with main rotor trunnion (trunnion), part number (P/N) 206-010-104-3, 206-011-113-001, 206-011-120-001, or 206-011-113-103, installed, certificated in any category.

Note 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (i) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the trunnion due to fatigue cracks, accomplish the following:

- (a) Any trunnion, P/N 206-011-120-001, with 1100 or more hours time-in-service (TIS) must be retired from service within the next 100 hours TIS.
- (b) Any trunnion, P/N 206-011-120-001, with less than 1100 hours TIS must be retired from service on or before attaining 1200 hours TIS.
- (c) Any trunnion, P/N 206-010-104-3 and 206-011-113-001, with 2300 or more hours TIS must be retired from service within the next 100 hours TIS.
- (d) Any trunnion, P/N 206-010-104-3 and 206-011-113-001, with less than 2300 hours TIS must be retired from service on or before attaining 2400 hours TIS.
- (e) Any trunnion, P/N 206-011-113-103, with 4700 or more hours TIS must be retired from service within the next 100 hours TIS.
- (f) Any trunnion, P/N 206-011-113-103, with less than 4700 hours TIS must be retired from service on or before attaining 4800 hours TIS.
- (g) The retirement times, for the trunnions, established by this AD, are as follows:

P/N	Service life hours TIS
206-011-120-001.....	1200
206-010-104-3.....	2400
206-011-113-001.....	2400
206-011-113-103.....	4800

Note 2: The FAA issued AD 99-17-19 (64 FR 45433, August 20, 1999) to establish a retirement life for trunnion, P/N 206-011-120-103.

(h) This AD revises the Limitations section of the maintenance manual by establishing a retirement life of 1200 hours TIS for trunnion, P/N 206-011-120-001; 2400 hours TIS for P/N 206-010-104-3 and 206-011-113-001; and 4800 hours TIS for P/N 206-011-113-103.

Note 3: Bell Helicopter Textron Alert Service Bulletins 206-80-7 and 206L-80-9, both Revision B, and dated October 15, 1980, pertain to the subject of this AD.

(i) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Regulations Group, Rotorcraft Directorate, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Regulations Group.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Regulations Group.

(j) Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the helicopter to a location where the requirements of this AD can be accomplished.

(k) This amendment becomes effective on January 15, 2002.

Issued in Fort Worth, Texas, on November 30, 2001.

David A. Downey,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 01-30498 Filed 12-10-01; 8:45 am]

BILLING CODE 4910-13-U



Transport Canada Transports Canada
Safety and Security Sécurité et sûreté
Civil Aviation Aviation civile

TP 7245E

No.	CF-97-03	1/2
Date	7 April 1997	

AIRWORTHINESS DIRECTIVE

THE FOLLOWING CANADIAN AIRWORTHINESS DIRECTIVE IS ISSUED PURSUANT TO PART V, SUBPART 83 OF THE CANADIAN AVIATION REGULATIONS.

CF-97-03 BELL

Applies to all Bell Helicopter Textron Canada (BHTC) Model 206A, 206B, 206L, 206L-1, 206L-3 and 206L-4 helicopters.

Compliance is required as indicated.

U.S. Federal Aviation Administration Airworthiness Directive (FAA AD) 81-18-01 mandated main rotor (M/R) mast and trunnion retirement lives for the above helicopters. Prior to the transfer of the Model 206 design to Canada, the Life Limitations section of the Models 206A and 206B Maintenance & Overhaul Manual was amended to reflect AD 81-18-01; and, as the result of testing and analysis, Bell Helicopter Textron Inc. (BHTI) established new retirement lives in terms of torque events for many of the dynamic components on the 206L series. The counting and recording of torque events was simplified by the introduction of the Retirement Index Number (RIN) concept explained in BHTI Information Letter GEN-94-54, 15 April 1994.

The RIN concept applies to the M/R mast and trunnion on the 206L series. The Model 206A and 206B M/R trunnion is not limited by torque events and, therefore, retains its retirement life in hours. The 206A and 206B mast assembly is an on-condition item.

To effect the above changes in retirement lives, the requirements of FAA AD 81-18-01 are replaced by the following, whichever is applicable:

1. For Models 206A and 206B
 - Section 1 of Maintenance & Overhaul Manual BHT-206A/B-M&O, Revision 40, approved by the FAA on 22 August 1995, and subsequent Transport Canada approved revisions; or
2. For 206L Series
 - Chapter 4 of Maintenance Manual BHT-206L-SERIES-MM-1, approved by Transport Canada on 15 January 1997, and subsequent Transport Canada approved revisions. Pending publication and receipt of this new Chapter 4, the retirement lives published earlier in BHTI Alert Service Bulletin (ASB) No. 206L-94-99, Rev. "A" may be used. This ASB also provides the method of calculating and recording the RIN.

In most cases the RIN life will be more advantageous than the time-in-service (TIS) hours. Should the RIN limit be reached or exceeded on the effective date of this directive, a two percent (2%) RIN extension may be applied as long as the applicable TIS limit is not exceeded.

Alternative means of compliance with the requirements of this directive may be used only if approved by the Director, Aircraft Certification, 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, AA/RMS, Ottawa, Ontario K1A 0N8 (full postage required).

24-0022 (07-90)


Canada

No. N°	CF-97-03	2/2
-----------	----------	-----

In Canada, this directive supersedes FAA AD 81-18-01, dated 22 September 1981.

This directive becomes effective 16 May 1997.

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 airworthiness office or by contacting directly Mr. Jerry Hurley, Transport Canada, Continuing Airworthiness Division, Ottawa, telephone (613) 952-4366 or facsimile (613) 996-9178.

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

Elicotteri Bell 206/Agusta AB206 - Rotore principale.

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

BELL CANADA
BELL CANADA
BELL CANADA
BELL CANADA

M&MOM BHT-206A/B-M&O Rev. 40 22-08-1995

MM BHT-206L-SERIES-MM-1

Alert S.B. 206L-94-99 Rev.A

Information Letter GEN-94-54

- Prescrizioni Estere:

TCA Canada

A.D. CF-97-03

**N. 1997-156
del 02-06-
1997**

Rev. 1
della P.A.
1981-227

P.A. Ripetitiva
NO

! DATA DI ENTRATA IN VIGORE: 30 GIUGNO 1997

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 Helicopter Textron Canada 206A, 206B, 206L e 206L-1, 206L-3,
! 206-L4, Agusta AB206A, AB206B.

DESCRIZIONE:

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

! La presente PA annulla e sostituisce la PA 81-227 del 20/12/1981

Si riporta di seguito il testo della suddetta AD:

AIRWORTHINESS DIRECTIVE

CF-97-03 BELL

Applies to all Bell Helicopter Textron Canada (BHTC) Model 206A, 206B, 206L, 206L-1, 206-L3 AND 206L-4 helicopters.

Compliance is required as indicated.

U.S. Federal Aviation Administration Airworthiness Directive (FAA AD) 81-18-01

mandated main rotor (M/R) mast and trunnion retirement lives for the above helicopters. Prior to the transfer of the Model 206 design to Canada, the Life

Limitations section of the Models 206A and 206B Maintenance & Overhaul Manual was

amended to reflect AD 81-18-01; and, as the result of testing and analysis, Bell

Helicopter Textron Inc. (BHTI) established new retirement lives in terms of torque

events for many of the dynamic components on the 206L series. The counting and

recording of torque events was simplified by the introduction of the Retirement Index Number (RIN) concept explained in BHTI Information Letter GEN-94-54, 15 April 1994.

The RIN concept applies to the M/R mast and trunnion on the 206L series. The model 206A and 206B M/R trunnion is not limited by torque events and, therefore, retains its retirement life in hours. The 206A and 206B mast assembly is an on-condition item.

To effect the above changes in retirement lives, the requirements of FAA AD 81-18-01 are replaced by the following, whichever is applicable:

1. For Models 206A and 206B
 - Section 1 of Maintenance & Overhaul Manual BHT-206A/B-M&O, Revision 40, approved by the FAA on 22 August 1995, and subsequent Transport Canada approved revisions; or
 2. For 206L Series
 - Chapter 4 of Maintenance Manual BHT-206L-SERIES-MM-1, approved by Transport Canada on 15 January 1997, and subsequent Transport Canada approved revisions.
- Pending publication and receipt of this new Chapter 4, the retirement lives published earlier BHTI Alert Service Bulletin (ASB) No. 2206L-94-99, Rev. "A" may be used. This ASB also provides the method of calculating and recording the RIN.

In most cases the RIN life will be more advantageous than the time-in-service (TIS) hours. Should the RIN limit be reached or exceeded on the effective date of this directive, a two percent (2%) RIN extension may be applied as long as the applicable TIS limit is not exceeded.

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

In Canada, this directive supersedes FAA AD 81-18-01, dated 22 September 1981.

This directive becomes effective 16 May 1997.

Further information regarding the contents or interpretation of this directive may be obtained from your regional airworthiness office or by contacting directly Mr. Jerry Hurley, Transport Canada, Continuing Airworthiness Division, Ottawa, telephone (613) 952-4366 or facsimile (613) 996-9178.

----- END -----

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.