
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Byte av TOT indikator

GÄLLER: Modell 206L-1 med installerad Kratos turbine outlet temperature (TOT) indikatorer P/N 124.444-6 och P/N 124.444-20

ÅTGÄRD: Utför åtgärder angivna i bifogad kopia av CF-96-13

TID FÖR ÅTGÄRD: Inom 100 flygtimmar räknat från detta LVD's utgivningsdatum men ej senare än 1 februari 1997, om ej tidigare utfört

UNDERLAG: CF-96-13
Bell Alert Service Bulletin 206L-94-94,
Revision "A" daterad 11 juli 1994 eller senare utgåva

REFERENS: CF-96-13

BESLUTS DATUM: 1996-09-27

LFS: 1996:57

Åtgärd 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 senaste gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.



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

TP 7245E

No.	CF-96-13	1/1
Date	20 August 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-96-13 BELL

Applies to all Bell Helicopter Textron Canada Model 206L-1 helicopters equipped with Kratos turbine outlet temperature (TOT) indicators P/N 124.444-6 and 124.444-20.

Compliance is required within the next 100 hours time-in-service (TIS), after the effective date of this directive, but not later than 1 January 1997, unless already accomplished.

It has been determined that during engine starts with a depleted battery, the Kratos indicators listed above can display an erroneous low temperature.

To prevent false temperature indications, which could result in an overtemperature condition ("overtopping") of the engine turbine and subsequent thermal damage to engine components, remove Kratos indicator P/N 124.444-6 or 124.444-20, and replace it with any other TOT indicator approved for use on the Bell Model 206L-1 helicopter. Alert Service Bulletin 206L-94-94, Revision "A", dated 11 July 1994, refers.

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 airworthiness office.

This directive becomes effective 15 September 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 airworthiness office, or by contacting directly Mr. Bogdan Gajewski, Transport Canada, Continuing Airworthiness Division, Ottawa, telephone (613) 952-4450 or facsimile (613) 996-9178.

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).

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