
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Upphävande av flygförbud

GÄLLER: Alla Helicopter Textron Canada modell 407.

ÅTGÄRD: Utför åtgärder angivna i bifogad kopia av CF-96-19R4.

TID FÖR ÅTGÄRD: Före flygning om ej tidigare utfört.

UNDERLAG: CF-96-19R4 och däri angivet underlag.

REFERENS: CF-96-19R4
LFV skrivelse L 1996-1780-101203 daterad 1996-12-04 som har tillställts registrerade ägare/brukare.

BESLUTSDATUM: 1997-02-14

LFS 1997:11

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.

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601 79 NORRKÖPING	Vikboplan 11	011-192000	Civilair Norrköping	62450



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

TP 7245E

No.	CF-96-19R4	1/2
Date	24 December 1996	

AIRWORTHINESS DIRECTIVE

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

CF-96-19R4 BELL

Applies to all Bell Helicopter Textron Canada Model 407 helicopters.

Compliance is required before further flight, unless already accomplished.

As the result of two accidents in which inadvertent engine shut-downs were experienced, flight operations of the Bell Model 407 helicopter were prohibited by Airworthiness Directive (AD) CF-96-19. Revised AD CF-96-19R1 allowed Model 407 helicopters to be returned to flight status subject to replacing the engine main electrical harness and revising the Flight Manual. Further measures were mandated by revision CF-96-19R2.

On 19 November 1996, a third accident occurred to a helicopter which conformed to the requirements of CF-96-19R2. The Model 407 was subsequently restricted from further flight by AD CF-96-19R3. Following review of the details of this accident, it has been concluded that the helicopter may be restored to flight status subject to accomplishment of the following measures:

1. Replace engine harness P/N 23062796 with P/N 23065805 in accordance with Allison Gas Turbine Division Commercial Engine Bulletin No. CEB-A-73-6010, dated 15 October 1996 (as was required by CF-96-19R1).
2. Adjust the helicopter main rotor autorotation RPM in accordance with Maintenance Manual Temporary Revision BHT-407-MM-1, Chapter 18, dated 23 October 1996 (CF-96-19R1).
3. Inspect the engine Electronic Control Unit (ECU) internal PW10 voltage to determine electrical noise characteristics, and replace faulty ECUs, in accordance with Allison Commercial Engine Bulletin No. CEB-A-73-6012, dated 31 October 1996 (CF-96-19R2).
4. Raise the engine overspeed trip setting from 110% to 118.5% in accordance with Allison Commercial Engine Bulletin No. CEB-A-73-6014, dated 3 December 1996.
5. Incorporate into the approved Aircraft Flight Manual, and brief all flight crew of the contents, the following revisions:
 - (a) Temporary Revision BHT-407-FM-1 *FOR FADEC FAULT ANNUNCIATION INTERPRETATION*, dated 24 October 1996 (CF-96-19R1), as revised by Revision 1, dated 3 December 1996.
 - (b) Temporary Revision BHT-407-FM-1 *FOR NP OVERSPEED TRIP INCREASE*, dated 3 December 1996.

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, AARIC, Ottawa, Ontario K1A 0N8 (full postage required).

24-0022 (07-88)

Canada

This revision supersedes Airworthiness Directive CF-96-19R3, issued 22 November 1996, and U.S. FAA AD 96-24-09.

This directive becomes effective 3 December 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 Mr. Jerry Hurley, Transport Canada, Continuing Airworthiness Division, Ottawa, telephone (613) 952-4366 or facsimile (613) 996-9178.

This revision is issued to reinstate flight status subject to the engine overspeed trip being raised to a level more tolerant to control inputs in the manual or fixed-fuel-flow modes.

This directive was originally issued by facsimile dated 3 December 1996.