



ÚŘAD PRO CIVILNÍ LETECTVÍ

SEKCE TECHNICKÁ

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: CF-2009-43

Účinnost od: 07. ledna 2010

**Bell Helicopter Textron Canada
BELL 206A, 206B**

Tento PZZ je vydáván pro výrobek transferovaný pod působnost EASA.

Na základě rozhodnutí EASA je následující Příkaz k zachování letové způsobilosti závazný pro všechny výrobky provozované v EU na které se daný PZZ vztahuje.

Provedení PZZ, který se vztahuje podle typu a výrobního čísla na výrobek je pro provozovatele/vlastníka letadla zapsaného do leteckého rejstříku závazné. Neprovedením PZZ ve stanoveném termínu dojde ke ztrátě letové způsobilosti výrobku.

Poznámky:

- Provedení tohoto PZZ musí být zapsáno do provozní dokumentace letadla.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická.
- Pokud to vyžaduje povaha tohoto PZZ, musí být zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.



No.	CF-2009-43	1/1
Issue Date	1 December 2009	

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) 521 Division X**. Pursuant to **CAR 605.84** and the further details of **CAR Standard 625, Appendix H**, the continuing airworthiness of a Canadian registered 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 605.84** and the above-referenced **Standard**.

This AD has been issued by the Continuing Airworthiness Division (AARDG), National Aircraft Certification Branch, Transport Canada, Ottawa, telephone 613 952-4357.

Number: CF-2009- 43

Subject: Hydraulic System

Effective: 7 January 2010

Applicability: Bell Helicopter Textron Canada Models 206A and 206B all serial numbers.

Compliance: No later than 7 days after the effective date of this directive unless already accomplished.

Background: It has been determined that the friction of the servo actuator piston at normal operating temperature with "boost-off" (hydraulic system switch in the "off" position) may increase to a level where excessive force must be used on the cyclic or collective controls.

This situation, if not corrected, may result in difficulty controlling the helicopter.

The revised Flight Manual requires an additional check of the flight controls before engine shutdown.

Corrective Actions: Insert the new Flight Manual revision in the Normal Procedures section of the relevant Flight Manual as applicable: BHT-206A-FM-1, Revision D-45, dated 2 July 2009; or BHT-206B-FM-1, Revision B-51, dated 2 July 2009; or BHT-206B3-FM-1, Revision 12, dated 2 July 2009.

Authorization: For Minister of Transport, Infrastructure and Communities

ORIGINAL SIGNED BY

Derek Ferguson
Chief, Continuing Airworthiness

Contact: Mr. Bogdan Gajewski, Continuing Airworthiness, Ottawa, telephone 613-952-4357, facsimile 613-996-9178 or e-mail [CAW WEB Feedback@tc.gc.ca](mailto:CAW_WEB_Feedback@tc.gc.ca) or any Transport Canada Centre.

Pursuant to **CAR 202.51** the registered owner of a Canadian aircraft shall, within seven days, notify the Minister in writing of any change of his or her name or address.

To request a change of address, contact the **Civil Aviation Communications Centre (AACR)** at Place de Ville, Ottawa, Ontario K1A 0N8, or 1-800-305-2059, or www.tc.gc.ca/civilaviation/communications/centre/address.asp

