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## AIRWORTHINESS DIRECTIVE

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On the commencement date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below repeals Airworthiness Directive (AD) AD/BELL 206/57 Amdt 3 and issues the following AD under subregulation 39.001 (1) of CASR and subsection 33 (3) of the *Acts Interpretation Act 1901*. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct an unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

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### **Bell Helicopter Textron Canada (BHTC) 206 and Leonardo Helicopters (Agusta) AB206 Series Helicopters**

**AD/BELL 206/57  
Amdt 4**

**Horizontal Stabilizer**

**2/2019**

**Applicability:** All models of Bell 206 and Leonardo (Agusta Bell) AB206 helicopters with horizontal stabilizers part number (P/N) 206-020-119 (all dash numbers) or P/N 206-020-123-3, -4, -3C2 and -4C2, if the stabilizer is fitted with inboard rib P/N 206-020-119-051 or -052.

**Requirement:** Visually inspect the horizontal stabilizer as described in Bell SB 206-01-73-7 Revision E Paragraph 2, as in force at the time of issue of this AD or Agusta SB 206-75 Revision B, as in force at the time of issue of this AD, as applicable.

The result of visual inspections, including nil findings, and certification that the AD has been complied with, must be recorded in the aircraft logbook or aircraft maintenance release.

**Compliance:** At intervals not exceeding 25 hours' time in service.

Compliance may be achieved through visual inspection by a pilot who:

- (a) is authorised to carry out maintenance by the aircraft's approved system of maintenance; and
- (b) has been trained on how to meet the Requirement above, including the conduct of the visual inspection.

*Note 1: Stabilizers that have been repaired in accordance with the documents mentioned in the Requirement section still require the repetitive inspections in accordance with this AD.*

*Note 2: This AD does not authorise pilot maintenance, which is governed by the Regulations. A pilot may perform the visual inspection using a mirror and torch, in accordance with the scheme for permitted pilot maintenance under CAR, if the use of mirror and torch is covered in the training for the visual inspection.*

Previously approved AMOCs / Exclusions issued for AD/BELL 206/57 Amdt 3 remain valid since there has been no technical changes to the AD.

This AD commences on 31 January 2019.

**Bell Helicopter Textron Canada (BHTC) 206 and Leonardo Helicopters (Agusta) AB206 Series Helicopters**

AD/BELL 206/57 Amdt 4 (continued)

Background: Amendment 2 corrected the part number applicability and, as a result of local defect experience, clarified the repetitive inspection requirements for repaired stabilizers.

Amendment 3 updated the applicability to include the applicable inboard rib part numbers.

Amendment 4 approves the visual inspection and certification by a task trained pilot who is authorised to carry out maintenance by the aircraft's approved system of maintenance.

A handwritten signature in black ink, appearing to read 'van Dijk', with a large, sweeping flourish extending downwards and to the left.

Pieter van Dijk  
Delegate of the Civil Aviation Safety Authority  
23 January 2019