

# Airworthiness Directive Schedule

## Helicopters

### Bell 205A-1

28 August 2024

---

- Notes:**
1. This AD schedule is applicable to Bell 205A-1 helicopters manufactured under FAA Type Certificate No. H1SW.
  2. The Type Certificate Data Sheets (TCDS) for the UH-1, TH-1 and HH-1 series aircraft require that FAA ADs applicable to the Bell 204, and/or 205 series be reviewed for applicability, and complied with accordingly.  
For UH-1, TH-1 and HH-1 series helicopters also refer to the Bell UH-1 series AD Schedule.
  3. The Federal Aviation Administration (FAA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these helicopters.  
State of Design ADs can be obtained directly from the FAA website at: [Dynamic Regulatory System \(faa.gov\)](https://www.faa.gov/dynamic-Regulatory-System)
  4. The date above indicates the amendment date of this schedule.
  5. New or amended ADs are shown with an asterisk \*
- 

## Contents

DCA/BELL205/1	Cancelled – FAA AD 2014-12-04 refers.....	3
DCA/BELL205/2C	AD Compliance at Initial Airworthiness Certificate Issue.....	3
DCA/BELL205/3	Cancelled – DCA/BELL205/7 refers.....	4
DCA/BELL205/4	Tail Rotor Blades – Inspection.....	4
DCA/BELL205/5	Cancelled – DCA/BELL205/9 refers.....	4
DCA/BELL205/6	Landing Gear Forward Cross Tubes – Inspection.....	5
DCA/BELL205/7	Cancelled – DCA/BELL205/8 refers.....	5
DCA/BELL205/8	Tail Rotor Blades – Inspection.....	5
DCA/BELL205/9	Main Rotor Blades – Inspection.....	6
<b>The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at <a href="https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/links-to-state-of-design-airworthiness-directives/">https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/links-to-state-of-design-airworthiness-directives/</a> If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.</b>		
2012-17-08	Main Rotor Yoke – Inspection.....	7
2012-22-06	Landing Gear Forward Crosstubes – Inspection.....	7
2012-26-11	Starter/Generator Power Cable Assemblies – Inspection.....	7
2013-03-16	Main Rotor Hub Inboard Strap Fittings – Inspection.....	7
2013-15-02	Tail Rotor Blade Assembly – Inspection.....	7
2013-18-07	Tail Rotor Pitch Control Chain – Inspection.....	7
2014-12-04	Main Rotor Grip – Inspection.....	7
2015-15-04	Main Rotor Blade Grips – Inspection.....	7
2016-22-07	Main Rotor Blades – Inspection.....	7
2018-02-08	Main Rotor Blades – Inspection.....	7
2020-12-10	Tail Rotor Blades – Inspection.....	7
2020-16-10	Shoulder Harness Seat Belt – Inspection.....	8
2020-19-08	Main Rotor Hub Tension-Torsion Straps – Inspection.....	8
2021-15-51	Cancelled - FAA AD 2022-02-02 refers.....	8
2022-02-02	Cancelled - FAA AD 2022-06-03 refers.....	8
2022-06-03	Main Rotor Hub Strap Pins - Inspection.....	8

2022-07-02	Tail Boom Fin Spar Cap - Inspection .....	8
Transport Canada AD CF-2022-46	Landing Gear Forward Crosstube - Inspection.....	8
2022-21-11	Main Rotor Blades - Inspection .....	9
2022-20-14	Main Transmission Support Case - Inspection.....	9
* 2024-16-01	Tailboom Attachment Cap Angle - Inspection .....	9

**DCA/BELL205/1 Cancelled – FAA AD 2014-12-04 refers****Effective Date:** 24 July 2014**DCA/BELL205/2C AD Compliance at Initial Airworthiness Certificate Issue****Applicability:** Model 205 aircraft, all S/N.**Note 1:** DCA/BELL205/2C revised to cancel FAA AD 75-26-05 which is superseded by FAA AD 2016-22-07.**Requirement:** Compliance with the following FAA Airworthiness Directives (as applicable) is required:

2002-22-14	- Main Rotor Tension-torsion Straps
2002-09-51	- Tail Rotor Grip
2001-13-01	- Tail Rotor Counterweight Bellcrank Retension Nut
2001-08-04	- Main Rotor Actuator
2000-15-52	- Mast and Main Rotor Trunnions
99-18-02	- Vertical Fin Spar Cap
99-17-03	- Tailboom Vertical Fin Spar
98-11-14	- Tail Rotor Yoke Assembly
95-10-07	- Tail Rotor Drive Gearbox Assembly
94-18-09	- Main Transmission Lower Planetary Spider
93-17-12	- Main Rotor Transmission Lower Planetary Spider
92-27-21	- Tail Rotor Driveshaft
92-23-01	- Main Rotor Pillow Blocks
92-13-10	- Tail Rotor Driveshaft Hanger Bearing
92-07-08	- Swashplate Support Assembly
90-03-10	- Tail Rotor Grips
90-03-09	- Tail Rotor Hub Assembly
89-20-12	- Tail Rotor Hub Assembly
89-08-05	- Transmission Internal Sump Oil Filter
88-25-05	- Tail Rotor Grip Assembly
86-17-10	- Tail Rotor Hub Assembly
81-19-02	- Main Rotor Yoke
80-21-05	- Landing Gear Cross Tubes
80-03-07	- Fuselage Main Beams Splice
79-20-05	- Main Rotor Hub Assembly
78-21-02	- External Load Link Assembly
78-20-07	- Shoulder Radius Fitting
78-14-07	- Skid Landing Gear
77-17-05	- Emergency Exit Latch Pin
77-17-03	- Tail Rotor Blade Pitch Horn
77-10-07	- Engine to Transmission Assembly
76-14-03	- Cross Tube Assemblies
76-12-07	- Cancelled – FAA AD 2013-18-07 refers
76-10-01	- Tail Boom
76-06-02	- Fire Extinguisher Circuit
76-02-06	- Main Rotor Blades
75-26-05	- Cancelled – FAA AD 2016-22-07 refers
75-26-03	- Emergency Exit Handle
74-23-02	- Tail Rotor Pitch
74-02-01	- Tail Rotor Trunnion Bearings
73-17-04	- Tail Rotor Grips
73-16-03	- Landing Gear Cross Tubes
71-21-02	- Tail Fin and Tail Boom
70-06-02	- Tail Rotor Grip Assembly
69-15-07	- Float Kit Tube

**Note 2:** Each part of this AD (each individual FAA AD) shall be certified in the aircraft log book separately.

**Compliance:** Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), or at the next annual inspection, whichever is the sooner, unless previously accomplished. Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the FAA AD.

**Effective Date:** DCA/BELL205/2A - 29 November 2007  
DCA/BELL205/2B - 26 September 2013  
DCA/BELL205/2C - 30 November 2016

#### **DCA/BELL205/3 Cancelled – DCA/BELL205/7 refers**

**Effective Date:** 15 December 2010

#### **DCA/BELL205/4 Tail Rotor Blades – Inspection**

**Applicability:** Model 205A, 205A-1 and 205B aircraft fitted with tail rotor blade P/N 212-010-750-009 through to -129, all S/N except S/N with a "A" or "AFS" prefix and S/N 11926, 13351, 13367, 13393, 13400, 13402, 13515, 13540, 13568, 13595 through to 13602 and 13619 onwards.

**Note 1:** This AD contains the same requirements as FAA AD 2002-09-04 but expands the applicability to include additional P/N and S/N blades. This AD also clarifies the requirement to re-identify the modified blade by adding "FM" after the P/N and also requires the dynamic balancing of the tail rotor.

**Requirement:** To prevent loss of the forward tip weight retention block (tip block) or the aft tip closure (tip closure) which could result in blade loss and aircraft control, accomplish the following:

1. Inspect the tip block and tip closure for voids per Bell Helicopter Textron, Inc. Alert Service Bulletins (ASB) 205-00-80 or 205B-00-34 revision D, as applicable.

Replace any blade which has a void in excess of that allowed by the Aircraft Component Repair and Overhaul Manual limitations.

2. Inspect the tip block attachment countersink screws (four locations) to determine if the head of each countersunk screw is flush with the surface of the abrasion strip.

**Note 2:** For the location of these four screws refer to figure 1 in the applicable ASB.

If any of these screws are set below the surface of the abrasion strip or are covered with filler material, install shear pins per the instructions in part A of the applicable ASB.

3. Install the aft tip closure rivets and re-identify the modified blade by adding an "FM" after the P/N of the blade. Dynamically balance the tail rotor assembly per the instructions in part B of the applicable ASB.

(FAA AD 2007-22-02 refers)

**Compliance:** 1, 2, & 3. Within the next 100 hours TIS, unless previously accomplished.

**Effective Date:** 29 November 2007

#### **DCA/BELL205/5 Cancelled – DCA/BELL205/9 refers**

**Effective Date:** 8 December 2011

**DCA/BELL205/6 Landing Gear Forward Cross Tubes – Inspection**

**Applicability:** Model 205A, 205A-1 and 205B aircraft fitted with Aeronautical Accessories, Inc. (AAI) Low Skid Landing Gear Forward Cross Tube P/N 212-320-103 with a S/N prefix of "AA" and a S/N 574 through to 628.

**Note 1:** Cross tube P/N 212-320-103 is also part of AAI Low Skid Gear Assembly Kits P/N 412-320-500 and 412-320-502.

**Requirement:** To prevent failure of a cross tube and subsequent collapse of the landing gear, replace affected cross tubes with an airworthy part per AAI Alert SB No. AA-10012 dated 5 March 2010.

**Note 2:** AAI Alert SB No. AA-10012 references the AAI Instructions for Continued Airworthiness AA-01136 which contains instructions to replace the cross tubes.  
(FAA AD 2010-10-16 refers)

**Compliance:** Within the next 25 hours TIS.

**Effective Date:** 24 June 2010

**DCA/BELL205/7 Cancelled – DCA/BELL205/8 refers**

**Effective Date:** 18 April 2019

**DCA/BELL205/8 Tail Rotor Blades – Inspection**

**Applicability:** Model 205A, 205A-1, 205B aircraft fitted with tail rotor blades with a P/N and S/N listed in the following table:

Part Number	Serial Number
204-011-702-015	AFS-12703, AFS-12893, AFS-23525 and AFS-23573
204-011-702-121	A-22020
212-010-750-105	A-11923
212-010-750-105FM	A-10090, A-10836, A-11207, A-11332, A-10857, A-11617, A-11828, A-12043 and A-12091
212-010-750-113	A-14953, A15090 and CS-12702
212-010-750-113FM	A-12240, A-12296, A-12640, A-12670, A-12789, A-13033, A-13096, A-13134, A-13199, A-13264, A-13366, A-12286, A-12398, A-13088, A-13106 and A-13539
212-010-750-133	A15602

**Requirement:** To prevent the loss of tail rotor blade balance weights during flight which can result in loss of aircraft control, accomplish the following:

Review the aircraft records or inspect the aircraft and determine if an affected tail rotor blade is fitted to the aircraft. If an affected blade is found fitted, replace the blade with a P/N and S/N tail rotor blade which is not affected by this AD.

**Note:** Bell Helicopter Textron ASB No. 205-07-95 for model 205 helicopters and ASB No. 205B-07-46 for model 205B helicopters, both at revision B and dated 22 November 2010 pertains to the subject of this AD.  
(FAA AD 2010-26-52 refers)

**Compliance:** Before further flight unless previously accomplished.

**Effective Date:** 8 December 2011

**DCA/BELL205/9 Main Rotor Blades – Inspection**

**Applicability:** Model 205A, 205A-1, 205B aircraft fitted with main rotor blades P/N 204-012-001-023, 204-012-001-033, 210-015-001-101, 212-015-501-005, 212-015-501-111, 212-015-501-113, 212-015-501-115, 212-015-501-117, 212-015-501-119 or 212-015-501-121.

**Note 1:** This AD retains the requirements of superseded DCA/BELL205/5 and increases the scope and frequency of the inspections, and expands the applicability to include model 205A-1 aircraft.

**Requirement:** To prevent main rotor blade failure accomplish the requirements in FAA AD 2011-23-02.

**Note 2:** Bell Helicopter Alert Service Bulletin (ASB) No. 205B-08-51 for model 205B helicopters and ASB No. 212-08-130 for model 205A-1 helicopters, both at revision B and dated 11 January 2011 pertains to the subject of this AD.

(FAA AD 2011-23-02 refers)

**Compliance:** At the initial and repetitive compliance times specified in FAA AD 2011-23-02.

**Effective Date:** 8 December 2011

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at <https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/links-to-state-of-design-airworthiness-directives/>

If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.

**2012-17-08 Main Rotor Yoke – Inspection**

**Effective Date:** 27 February 2013

**2012-22-06 Landing Gear Forward Crosstubes – Inspection**

**Effective Date:** 14 December 2012

**2012-26-11 Starter/Generator Power Cable Assemblies – Inspection**

**Effective Date:** 13 February 2013

**2013-03-16 Main Rotor Hub Inboard Strap Fittings – Inspection**

**Effective Date:** 27 February 2013

**2013-15-02 Tail Rotor Blade Assembly – Inspection**

**Effective Date:** 14 August 2013

**2013-18-07 Tail Rotor Pitch Control Chain – Inspection**

**Effective Date:** 18 October 2013

**2014-12-04 Main Rotor Grip – Inspection**

**Effective Date:** 24 July 2014

**2015-15-04 Main Rotor Blade Grips – Inspection**

**Effective Date:** 7 August 2015

**2016-22-07 Main Rotor Blades – Inspection**

**Effective Date:** 30 November 2016

**2018-02-08 Main Rotor Blades – Inspection**

**Applicability:** Model 204B, 205A and 205A-1 helicopters fitted with a Helicopter Technology Company (HTC) main rotor blade P/N 204P2100-101.

**Effective Date:** 1 February 2018

**2020-12-10 Tail Rotor Blades – Inspection**

**Applicability:** Model 205A, 205A-1 and 205B helicopters fitted with a tail rotor (T/R) blade P/N 212-010-750 (all dash numbers), all S/N except:

(1) S/Ns with a prefix of “BH”; or

(2) S/Ns with a prefix of “A” and a number 17061 or larger.

**Effective Date:** 16 July 2020

**2020-16-10      Shoulder Harness Seat Belt – Inspection**

**Applicability:** Model 205A, 205A-1 and 205B helicopters fitted with a shoulder harness seat belt comfort clip (comfort clip) P/N D7LZ-6560286-A, P/N D7LZ-6560286-B, or P/N 504636-401.

**Effective Date:** 3 September 2020

**2020-19-08      Main Rotor Hub Tension-Torsion Straps – Inspection**

**Applicability:** Bell 204B and 205A-1 helicopters fitted with a main rotor hub tension-torsion strap (TT strap) assembly P/N 204-012-112-005.

**Effective Date:** 21 October 2020

**2021-15-51      Cancelled - FAA AD 2022-02-02 refers**

**Effective Date:** 16 February 2022

**2022-02-02      Cancelled - FAA AD 2022-06-03 refers**

**Effective Date:** 31 March 2022

**2022-06-03      Main Rotor Hub Strap Pins - Inspection**

**Applicability:** Model 204B, 205A, 205A-1 and 205B helicopters, fitted with a main rotor hub strap pin P/N 204-012-104-005 with a S/N prefix "FNFS".

**Effective Date:** 31 March 2022

**2022-07-02      Tail Boom Fin Spar Cap - Inspection**

**Applicability:** This AD applies to the following Bell helicopters fitted with a tail boom left hand fin spar cap (spar cap) P/N 212-030-447-117:

Model 205A and 205A-1 helicopters, S/N 30001 through to 30065 inclusive, 30067 through to 30165 inclusive, 30167 through to 30187 inclusive, 30189 through to 30296 inclusive, and 30298 through to 30332 inclusive; and

Model 205B helicopters, S/N 30066, 30166, 30188, and 30297.

**Effective Date:** 9 May 2022

**Transport Canada AD CF-2022-46      Landing Gear Forward Crosstube - Inspection**

**Applicability:** Bell 205A-1 and 205B helicopters embodied with Transport Canada Supplemental Type Certificate (STC) SH01-9 and fitted with a Dart Aerospace Ltd. high gear forward crosstube P/N D212-664-101/-101B.

**Note:** Affected crosstubes are also approved for installation under Federal Aviation Administration (FAA) STC SR01298NY and European Union Aviation Safety Agency (EASA) STC IM.R.S.01304.

**Effective Date:** 31 August 2022

**2022-21-11 Main Rotor Blades - Inspection**

**Applicability:** Helicopter models and S/N listed in FAA AD 2022-21-11 fitted with Main Rotor Blade (MRB) P/N 204-011-250-001, -005, -009, -113 or -117.

**Note:** The inspection per requirement (g)(1)(i) of FAA AD 2022-21-11 may be accomplished by adding the inspection requirement to the tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained, and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

If any defects are found during any daily repetitive inspection per requirement (g)(1)(i) of FAA AD 2022-21-11, then an aircraft maintenance engineer must inspect the MRBs per requirement (g)(1)(i) of FAA AD 2022-21-11 and accomplish the corrective actions per requirement (g)(1)(iii) of FAA AD 2022-21-11 before further flight.

**Effective Date:** 16 November 2022

**2022-20-14 Main Transmission Support Case - Inspection**

**Applicability:** All Bell 205A and 205A-1 helicopters.

**Effective Date:** 27 December 2022

**\* 2024-16-01 Tailboom Attachment Cap Angle - Inspection**

**Applicability:** Bell 205A, 205A-1, and 205B helicopters fitted with an upper left-hand cap angle (cap angle) P/N 205-030-207-005.

**Effective Date:** 4 September 2024