

# Airworthiness Directive Schedule

## Helicopters

### Bell 205 Series

18 April 2019

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- 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 models 204, and/or 205 series be reviewed for applicability, and complied with accordingly (the Bell UH-1 Series AD Schedule refers).
  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 [http://rgl.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgAD.nsf/MainFrame?OpenFrameSet](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/MainFrame?OpenFrameSet)
  4. The date above indicates the amendment date of this schedule.
  5. New or amended ADs are shown with an asterisk \*
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<b>From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below and can be obtained directly from the National Airworthiness Authority (NAA) website. The link to the NAA website is available on the CAA website at <a href="http://www.caa.govt.nz/airworthiness-directives/states-of-design/">http://www.caa.govt.nz/airworthiness-directives/states-of-design/</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> .....		
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**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Model 205 aircraft, all S/N**Note 1:** DCA/BELL205/2C revised to cancel FAA AD 75-26-05 which is superseded by FAA AD 2016-22-07.**Requirement:** Compliance with the following FAA Airworthiness Directives (as applicable) is required.

## FAA Airworthiness Directives:

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:** Before issue of New Zealand Certificate of Airworthiness. Repetitive inspections to be accomplished at intervals not exceeding the times specified in the FAA Airworthiness Directives.

**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.

**Note 3:** A copy of ASB No. AA-10012 dated 5 March 2010 can be obtained from [techsupport@aero-access.com](mailto:techsupport@aero-access.com)

(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:

<b>Part Number</b>	<b>Serial Number</b>
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:** A copy of FAA AD 2011-23-02 can be obtained from [http://rgl.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgAD.nsf/MainFrame?OpenFrameSet](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/MainFrame?OpenFrameSet)

**Note 3:** 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

From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below and can be obtained directly from the National Airworthiness Authority (NAA) website. The link to the NAA website is available on the CAA website at

<http://www.caa.govt.nz/airworthiness-directives/states-of-design/>

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