



Rotorcraft Industry Seminar
CAA Practices and Experiences
Agusta Bell Parts & Data


Ken Eddie - 7 September 2017

Recurring Issue.

- **Agusta AB206B aircraft found with Bell supplied parts (or, occasionally, vice versa).**
- **Use of Bell repair data for Agusta AB206B aircraft / components.**

- **Not usually an issue on Bell manufactured aircraft, although occasional intermixing of parts on mixed fleets, has be detected in the past during surveys.**

TCDS No.: EASA.IM.R.512 Bell 206/407 Date: 14 April 2016
Issue: 2




**TYPE CERTIFICATE
DATA SHEET**

No. EASA.IM.R.512


for
Bell 206/407 Series

Type Certificate Holder
Bell Helicopter Textron Canada Limited
12 800 rue de l'Avenir
Mirabel, Québec
J7J 1R4, Canada

For Models: 206A
206B
206L, 206L-1, 206L-3, 206L-4
407

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TCDS No.: EASA.R.140 AB206 Date: 13 February 2007
Issue: 03




**TYPE CERTIFICATE
DATA SHEET**

No. EASA.R.140

for
AB206 Series

Type Certificate Holder
Leonardo S.p.A.
Helicopters
Piazza Monte Grappa, 4
00195 Roma
Italy

For Models: AB206A, AB206B

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III. Technical Characteristics and Operational Limitations

1. Type Design Definition

For s/n 651 to 671:

Bell Helicopter Textron top drawing 206-900-002.

For s/n 716 to 2210:

Bell Helicopter Textron top drawing 206-900-007.

III. Technical Characteristics and Operational Limitations

1. Type Design Definition

Document n° 206G000000001, Issue A and subsequent approved revisions

IV. Operating and Service Instructions

1. Flight Manual BHT-206B-FM-1 July 30, 1971, reissued 20 December 1972, Revision B-45 dated 27 February 1997, or later approved revision.
2. Maintenance Manual BHT-206A/B-SERIES-MM-1, dated 7 January 1998 or later approved revision.
Life limited components and approved retirement times are listed in the approved Chapter 4, Airworthiness Limitations Section of the Maintenance Manual BHT-206A/B-SERIES-MM-1, dated 7 January 1998 or later approved revision.
3. Structural Repair Manual BHT-206-SRM-1, dated 18 February 1994 and BHT-ALL-SRM, dated 14 December 2010.
4. Weight and Balance Manual Refer to approved RFM
5. Illustrated Parts Catalogue Refer to approved RFM
6. Service Letters and Service Bulletins As published by Bell and approved by TCCA
7. Required Equipment

The basic required equipment as prescribed in the applicable airworthiness Equipment regulations (see Basis of Certification) must be installed in the helicopter.

In addition, the following items of equipment are required:

- (a) Engine-Out Warning System all 206 models (see Note 13);
- (b) Outside air temperature gauge;
- (c) Approved RFM as listed in Approved Publications;
- (d) The following placard must be displayed in front of and in clear view of the pilot:
"THIS HELICOPTER MUST BE OPERATED IN COMPLIANCE WITH OPERATING LIMITATIONS SPECIFIED IN THE APPROVED HELICOPTER FLIGHT MANUAL."

All placards listed in the approved RFM must be installed in the specified locations.

IV. Operating and Service Instructions

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|--|---|
| 1. Flight Manual | <p>For helicopters AB206B s/n 8313 to 8589, refer to the Flight Manual (Manuale di Volo) approved by letter 102.009/T, dated 14 June 1972, and subsequent approved revisions.</p> <p>For helicopters AB206B "Jet Ranger III" 250-C20B / 20J engine from s/n 8590 and subsequent, refer to the Flight Manual (Manuale di Volo) approved with letter 149.434/T, dated 19 July 1978, and subsequent approved revisions.</p> <p>For helicopters AB206B "Jet Ranger III" 250-C20R/4 engine from s/n 8731 and subsequent, refer to the</p> <p>Appendix 30 of Flight Manual (Manuale di Volo), approved by letter 95/2247/MAE, dated 21 July 1995.</p> |
| 2. Maintenance Manual | <ul style="list-style-type: none"> - AB206A/B-Series-MPM Maintenance Planning Manual (formerly: Manuale delle Ispezioni e Sostituzioni Obbligatorie, RAI approved with letter N. 60.334/T, dated 8 August 1967, and letter N. 149.491/T, dated 21 July 1978) - AB206A/B-Series-MM |
| 3. Structural Repair Manual | <ul style="list-style-type: none"> - BHT-ALL-SRM Structural Repair Manual - BHT-206-SRM-1 Structural Repair Manual for Bell Model 206 Series Helicopters - BHT-206A/B/L-Series-CR&O Component Repair And Overhaul Manual - BHT-206B3-CR&O Component Repair And Overhaul Manual |
| 4. Weight and Balance Manual | See "Section: Notes (Pertinent to all models)", Note 2 |
| 5. Illustrated Parts Catalogue | AB206A/B-Series-IPC |
| 6. Miscellaneous Manuals | n/a |
| 7. Service Letters and Service Bulletins | As published by the Type Certificate Holder as per "Section: Notes (pertinent to both models)", Note 1 |
| 8. Required Equipment | Refer to point III.3. above and approved RFM for the approved mandatory and optional equipment |

Both manufacturers have issued information letters regarding eligibility of components.

gusta estland

INFORMATION LETTER

DATE: November 15, 2006

NO: **AB47-06-002**
AB206-06-004
AB204-06-002
AB205A1-06-002
AB212 SERIES-06-004
AB412-06-003

TO : All AB47; AB206; AB204; AB205A1;
AB212; AB412 Helicopters
Operators.

SUBJECT : Interchangeability of Agusta Bell and
Bell Helicopter parts

HELICOPTERS AFFECTED : All AB47; AB206; AB204; AB205A1;
AB212; AB412 civil registered
aircraft

Agusta is the TC holder of a number of products under a Licence agreement with BHT. Under the auspices of the licence agreement, Bell and Agusta continuously exchange design data and therefore the Agusta design data set is substantially in line with the Bell one; some minor differences are only due to specific customisations.

As far as the design is concerned, as already proved to the Authority, parts manufactured under the Agusta design data set are fully equivalent to those parts manufactured under the Bell design data set having the same identification number (P/N).

Agusta is also fully in line with Bell for the management of the continued airworthiness occurrences due to design aspects. Continued airworthiness occurrences identified as deriving from manufacturing aspects are evaluated on a case by case basis.

Depending on the circumstances, Agusta also purchased and continuously purchase parts directly manufactured under Bell responsibility for the manufacture of new aircraft and for spares. In those cases parts are traced and managed as original Agusta parts.

To guarantee that the original Bell manufactured parts configuration is in accordance with the AB products type design, a Quality Assurance Production Plan between Agusta and Bell has been established.

Original Bell Helicopters components are therefore applicable to Agusta-Bell products when supplied or authorized by Agusta only.

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On the other hand Agusta produced parts share no FAA or MOT certification privilege with Bell furnished parts. Bell Helicopter Textron, for the specific purpose of complying with the U.S. and Canadian law, do not authorise Agusta components to be installed on U.S. or Canadian Type certificated and registered products, even though the part numbers are the same.

For the same reason, Agusta components cannot be installed on BHT aircraft registered into the EASA Countries, being Agusta not listed as a Bell Helicopter Textron supplier.

For helicopters not under the authority of FAA; MOT or EASA, the Operators shall follow the policy defined by the Civil Aviation Authorities having jurisdiction on the aircraft and over the area of operations.

This letter intends to stress the attention of the Operators on the fact that any deviation from the configuration approved on the TCDS and subsequent approvals (STCs or manufacturer approved changes, for example) is not allowed. This includes installation of "similar" parts manufactured by vendors that are not part of the OEM vendor list. (Exceptions to this could include parts manufactured and approved under STCs).

In any case the Operators are requested to strictly maintain the approved configuration of their aircraft, by avoiding any non approved mix of parts from different vendors.

AGUSTA
Vice President Customer Support



Marco SALA

Bell Helicopter **TEXTRON**

A Subsidiary of Textron, Inc.

January 15, 1999
Revision "A" June 2, 2006

INFORMATION LETTER GEN-99-65

TO: All Owners/Operators of Bell Helicopters

SUBJECT: Interchangeability of Agusta and Bell Manufactured Parts

This General Information Letter is being reissued to reinstate the Bell Helicopter Policy concerning the interchangeability of Bell manufactured and Agusta manufactured parts. Bell Helicopter Textron's policy is guided by, and for the specific purpose of complying with the U.S. and Canadian law. It is not intended to question the airworthiness or quality of Agusta products. **A**

Agusta produces both licensed helicopters and licensed parts under a Know-How License Agreement with Bell Helicopter Textron and under the certification oversight of the Registro Aeronautico Italiano (Italy's FAA equivalent). Agusta parts generally look identical to Bell produced parts, and Agusta has agreed to "substantially conform to Bell's quality requirements"; however Bell has no configuration or quality control of Agusta's parts.

Bell part numbered products produced by or for Agusta under this license agreement share no FAA or MOT certification authority issued to Bell Helicopter for that part. Bell has informed it's suppliers that they are not authorized to produce parts for sale to Agusta under Bell Helicopter's production certificate.

Subsequently, all Bell part numbered parts produced for Agusta are required to have a prefix of "NN" in any serialization. Also, the parts must be indelibly marked with an identifying symbol, or packaged in such a way that they may be identified as Agusta produced parts.

It is the intention of Bell Helicopter to clearly separate Bell produced parts from Agusta produced parts, and stress that Agusta produced parts share no FAA or MOT certification privilege with Bell produced parts. No parts produced by or for Agusta are eligible for installation on U.S. or Canadian type certificated and registered products, even though the part numbers are the same.

If you have any questions regarding the manufacturing origin of a particular serialized part, contact Bell Unapproved Parts Hotline at 1-800-BELL-250.

OFFICIAL SENSITIVE

Caution should be exercised when applying STC or minor approved modifications to each type certificated product, ensuring that the modification is eligible for the type.

**Many of the commonly used
aftermarket EASA approved STC's
are currently not eligible for fit to
Agusta AB206 A/B aircraft.**

Be aware that a “No Technical Objection” statement is not approved data to keep installed components in service.

- **CAA is in the process of dialogue with EASA to shape future policy update of previously issued “Letter To Operators”.**
- **This will cover import of aircraft with previously installed components from wrong TCH.**

Questions & Thank you