



A Textron Company

OPERATION SAFETY NOTICE

206L-13-49
5 November 2013

TO: All owners and operators of Models 206L, 206L-1, 206L-3 and 206L-4.

SUBJECT: ENGINE INLET, INSPECTION OF

This service directive is being published to highlight the importance of the engine inlet area inspections as part of the pre-flight inspections on the aircraft.

There have been recent incidents where some of the root cause findings are related to ingestion of snow and ice deposits within the engine inlet plenum causing subsequent flameout conditions with the engine.

The Federal Aviation Administration (FAA) has also released a Revision 3 to their already published Special Airworthiness Information Bulletin (SAIB) SW-08-03R3 on the same subject. The SAIB includes information on the findings of the investigations as well as to emphasize the criticality of these inspections. In addition, the document provides recommended procedures to help reduce the probability of an in-flight engine shutdown due to snow and/or ice ingestion.

Additionally, Rolls-Royce Corporation (RRC) has published a relevant ALERT Commercial Service Letter (CSL) A-3024 discussing similar conditions of snow and ice ingestion and the effects it can have on sustained flight with the aircraft.

We recommend that our operators become familiar with these documents as well as ensuring that thorough pre-flight inspection procedures, per the published Rotorcraft Flight Manual (RFM), are followed to minimize the possible events surrounding snow and/or ice ingestion into the engine. It is important to inspect the engine inlet plenum area from both sides using the inspection windows and a sufficient light source to visually identify debris inside the area. There have been related incidents involving various inlet configurations; therefore it is an important inspection to adhere to regardless if the aircraft is equipped with a basic inlet screen, particle separator, or inlet barrier filter.

For any questions regarding this letter, please contact:

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