

## NOTICE

This revision updates the front matter and Chapter 4. It incorporates new main rotor blade part numbers and associated retirement life.

Please incorporate the attached pages into the existing Maintenance Manual in accordance with the revised Log of Pages (attached).

Bell Helicopter would also like to thank its Customers for providing us with Customer Feedback information. This information is very much appreciated and allows us to improve the quality of our manuals with each revision.

**Bell Helicopter**

A Textron Company

POST OFFICE BOX 482 • FORT WORTH, TEXAS 76101

**3 DECEMBER 1977**  
**REVISION 27 — 25 SEPTEMBER 2009**



# **Bell** MODEL **206L1**



## **MAINTENANCE MANUAL**

### **VOLUME 1**

### **GENERAL INFORMATION**

#### **NOTICE**

The instructions set forth in this manual, as supplemented or modified by Alert Service Bulletins (ASB) or other directions issued by Bell Helicopter Textron Inc. and Airworthiness Directives (AD) issued by the applicable regulatory agencies, shall be strictly followed.

Maintenance Manual also applicable to 206L1 helicopters with Engine Upgrade kit 206-706-520 installed per BHT-206-SI-2050, and 206L1+ helicopters (Increased Gross Weight kit 206-706-530 installed per BHT-206-SI-2052).

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**3 DECEMBER 1977**  
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**LOG OF REVISIONS**

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**IMPORTANT**  
**HELICOPTER SALE NOTICE**

Please complete this Form and return by Mail or FAX (450-433-0272, Attention: CPDC) to **Bell Helicopter Textron**. This will ensure that the New Owners receive updates to their ***Bell Helicopter Technical Manuals*** and ***Bulletins***.

Model of Helicopter Sold or Purchased \_\_\_\_\_

\_\_\_\_\_

Bell Serial Number \_\_\_\_\_

\_\_\_\_\_

Registration Number \_\_\_\_\_

\_\_\_\_\_

Company or Individual who purchased Helicopter \_\_\_\_\_

\_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_

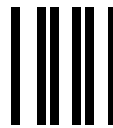
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Country \_\_\_\_\_

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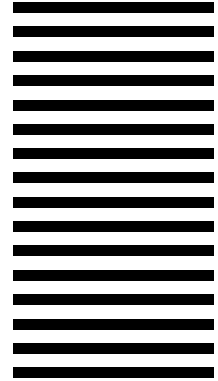


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## **SPARE PARTS WARRANTY**

### **ONE YEAR/1,000 HOURS PRORATED**

**WARRANTY AND REMEDY:** Seller warrants each new helicopter part or helicopter part reconditioned by seller to be free from defect in material and workmanship under normal use and service and if installed on Bell model helicopters. Seller's sole obligation under this warranty is limited to replacement or repair of parts which are determined to Seller's reasonable satisfaction to have been defective with 1,000 hours of operation or one (1) year after installation, whichever occurs first and reimbursement of reasonable freight charges. After 200 hours of use, there will be a prorated charge to the Purchaser for replacement parts (prorating the hours of total use against the then applicable part life or 2,000 hours, whichever is the lesser). Defective parts must be reported in writing to the Seller's Warranty Administration within 90 days of being found defective. Replacement of parts may be with either new or reconditioned parts, at Seller's election. Warranty adjustment is contingent upon the Purchaser complying with the Warranty Remedies as described in the Commercial Warranty Information brochure and the Seller's Warranty Administration disposition instructions for defective parts. Failure to comply with all of the terms of this paragraph may, at Seller's sole option, void this warranty.

**NOTE:** Parts, components and assemblies of all new helicopters may have been restored or reworked due to marks, blemishes, dents or other irregularities during the manufacturing process. Such restoration and/or rework is permitted under Seller's approved manufacturing and engineering processes and guidelines. The restoration and/or rework so completed does not render such items defective in material or workmanship.

THIS WARRANTY IS GIVEN AND ACCEPTED IN PLACE OF (i) ALL OTHER WARRANTIES OR CONDITIONS, EXPRESS OR IMPLIED, INCLUDING BUT NOT LIMITED TO THE IMPLIED WARRANTIES OR CONDITIONS OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE AND (ii) ANY OBLIGATION, LIABILITY, RIGHT, CLAIM OR REMEDY IN CONTRACTOR IN TORT (DELICT), INCLUDING PRODUCT LIABILITIES BASED UPON STRICT LIABILITY, NEGLIGENCE, OR IMPLIED WARRANTY IN LAW.

This warranty is the only warranty made by Seller. The Purchaser's sole remedy for a breach of this warranty or any defect in a part is the repair or replacement of helicopter parts and reimbursement of reasonable freight charges as provided herein. Seller excludes liability, whether as a result of a breach of contract or warranty, negligence or strict product liability, for incidental or consequential damages, including without limitation, damage to the helicopter or other property, costs and expenses resulting from required changes or modifications to helicopter components and assemblies, changes in retirement lives and overhaul periods, local customs fees and taxes, and costs or expenses for commercial losses or lost profits due to loss of use or grounding of helicopters or otherwise.

Seller makes no warranty and disclaims all liability in contract or in tort (delict), including, without limitation, negligence and strict tort (delictual) liability, with respect to work performed by third parties at Purchaser's request and with respect to engines, engine accessories, batteries, radios, and avionics, except Seller assigns each manufacturer's warranty to Purchaser to the extent such manufacturer's warranty exists and is assignable.

This warranty shall not apply to any helicopter part which has been repaired or altered outside Seller's factory in any way so as, in Seller's judgment, to affect its stability, safety or reliability, or which has been subject to misuse, negligence or accident, or which has been installed in any aircraft which has been destroyed unless that helicopter has been rebuilt by Bell. A list of destroyed aircraft is obtainable from Bell Product Support. Repairs and alterations which use or incorporate parts and components other than genuine Bell parts or parts approved by Bell for direct acquisition from sources other than Bell itself are not warranted by Bell, and this warranty shall be void to the extent that such repairs and alterations, in Seller's sole judgment, affect the stability, safety or reliability of the helicopter or any part thereof, or damage genuine Bell or Bell-approved parts. No person, corporation or organization, including Bell Customer Service Facilities, is authorized by Seller to assume for it any other liability in connection with the sale of its helicopters and parts.

NO STATEMENT, WHETHER WRITTEN OR ORAL, MADE BY ANY PERSON, CORPORATION OR ORGANIZATION, INCLUDING BELL CUSTOMER SERVICE FACILITIES MAY BE TAKEN AS A WARRANTY NOR WILL IT BIND SELLER.

Seller makes no warranty and disclaims all liability with respect to components or parts damaged by, or worn due to, corrosion. Seller makes no warranty and disclaims all liability for consumables (wear items) which are defined as items required for normal and routine maintenance or replaced at scheduled intervals shorter than the warranty period. "Consumables" include but are not limited to engine and hydraulic oil, oil filters, packings and o-rings, anti-corrosion and/or sealing compounds, brush plating material, nuts, bolts, washers, screws, fluids, compounds, and standard aircraft hardware that is readily available to aircraft operators from sources other than Seller.

All legal actions based upon claims or disputes pertaining to or involving this warranty including, but not limited to, Seller's denial of any claim or portion thereof under this warranty, must be filed in the courts of general jurisdiction of Tarrant County, Texas or in the United States District Court for the Northern District of Texas, Ft. Worth Division located in Ft. Worth, Tarrant County, Texas. In the event that Purchaser files such an action in either of the court systems identified above, and a final judgment in Seller's favor is rendered by such court, then Purchaser shall indemnify Seller for all costs, expenses and attorneys' fees incurred by Seller in defense of such claims. In the event Purchaser files such a legal action in a court other than those specified, and Seller successfully obtains dismissal of that action or transfer thereof to the above described court systems, then Purchaser shall indemnify Seller for all costs, expenses and attorneys' fees incurred by Seller in obtaining such dismissal or transfer.

January 2007



**CHAPTER 4 — AIRWORTHINESS LIMITATIONS SCHEDULE**

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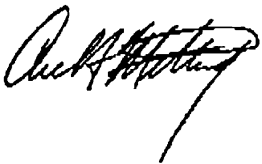
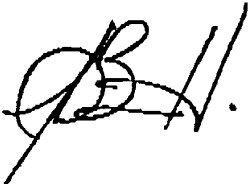


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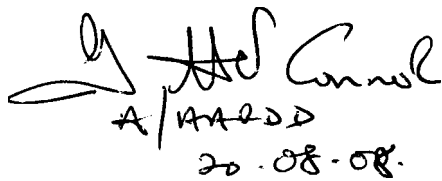


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The Airworthiness Limitations Schedule is approved by the Minister and specifies the maintenance required by any applicable airworthiness or operational rules unless an alternative program has been approved by the Minister.

  
 \_\_\_\_\_  
 Chief Engineering  
 Aircraft Certification  
 Transport Canada

REVISION NO.	DATE OF SIGNATURE	APPROVAL SIGNATURE
Original to Rev. 15	N/A	N/A
Rev. 16	22 August 1995	
Rev. 17	N/A	N/A
Rev. 18	N/A	N/A
Rev. 19	09 December 2002	
Rev. 20	22 December 2003	
Rev. 21	N/A	N/A
Rev. 22	N/A	N/A
Rev. 23	30 October 2007	

REVISION NO.	DATE OF SIGNATURE	APPROVAL SIGNATURE
Rev. 24	14 December 2007	
Rev. 25	20 August 2008	 A/AAEDD 20-08-08
Rev. 26	26 May 2009	 26-05-2009
Rev. 27	XX TBD 2009	 25-SEP-2009



## AIRWORTHINESS LIMITATIONS SCHEDULE

### 4-1. AIRWORTHINESS LIMITATIONS SCHEDULE

Refer to the engine manufacturer's publications for the airworthiness limitations of the power plant components.

#### WARNING

ALL REPAIR AND OVERHAUL PROCEDURES PUBLISHED BY BELL HELICOPTER TEXTRON, INCLUDING COMPONENT RETIREMENT LIFE, ARE BASED SOLELY ON THE USE OF BELL APPROVED PARTS AND PROCESSES. IF PARTS OR PROCESSES DEVELOPED OR APPROVED BY PARTIES OTHER THAN BELL HELICOPTER ARE USED, THEN THE DATA PUBLISHED OR OTHERWISE SUPPLIED BY BELL HELICOPTER ARE NOT APPLICABLE. THE USER IS WARNED TO NOT RELY ON BELL HELICOPTER DATA FOR PARTS AND PROCESSES NOT APPROVED BY BELL HELICOPTER. ALL APPLICABLE INSPECTIONS AND REPAIR METHODS MUST BE OBTAINED FROM THE SUPPLIER OF THE PARTS OR PROCESSES NOT APPROVED BY BELL HELICOPTER. BELL HELICOPTER IS NOT RESPONSIBLE FOR PARTS OR PROCESSES OTHER THAN THOSE WHICH IT HAS ITSELF DEVELOPED OR APPROVED.

The mandatory Airworthiness Limitations Schedule ([Table 4-1](#)) summarizes the mandatory maximum life, in hours, years or by Retirement Index Number (RIN) of components with a limited airworthiness life. Parts that are not on the schedule have an unlimited airworthiness life. The Inspection Limitations Schedule ([Table 4-2](#)) summarizes the mandatory inspection interval in hours.

#### NOTE

The airworthiness life for any part number contained in this schedule applies to all the successive dash numbers for that component unless otherwise specified.

#### WARNING

SOME PARTS ARE INSTALLED AS ORIGINAL EQUIPMENT ON BOTH MILITARY AND COMMERCIAL HELICOPTERS AND MAY HAVE A LOWER AIRWORTHINESS LIFE AND/OR OVERHAUL SCHEDULE WHEN USED ON A MILITARY HELICOPTER. IN ADDITION, CIRCUMSTANCES SURROUNDING THEIR USE MAY CALL FOR OPERATION OF THE MILITARY HELICOPTER OUTSIDE OF THE APPROVED COMMERCIAL FLIGHT ENVELOPE. CONSEQUENTLY, PARTS THAT HAVE BEEN USED ON MILITARY HELICOPTERS SHOULD NOT BE USED ON COMMERCIAL HELICOPTERS.

#### CAUTION

AIRWORTHINESS LIFE OF SOME KIT COMPONENTS IS NOT COVERED IN THIS SCHEDULE. REFER TO APPLICABLE SERVICE INSTRUCTION (SI) OR MAINTENANCE MANUAL SUPPLEMENT (MMS) FOR KIT COMPONENT SCHEDULES.

#### NOTE

The retirement life given, or the failure to give a retirement life to a component, does not constitute a warranty of any kind. The only warranty applicable to the helicopter or any component is the warranty included in the Purchase Agreement for the helicopter or the component.

The airworthiness retirement lives given to the components and assemblies are determined by experience, tests, and the judgment of Bell Helicopter engineers. The retirement lives cannot be changed

without the approval of the Minister of Transport Canada.

Prior to disposing of unsalvageable aircraft parts and materials, caution should be exercised to ensure that

the parts and material are disposed of in a manner that does not allow them to be returned for service. Refer to FAA Advisory Circular 21-38 for guidance on the disposal of unsalvageable aircraft parts and materials.

**Table 4-1. Airworthiness Limitations Schedule**
























COMPONENT	PART NUMBER 	RETIREMENT LIFE (YEARS/HOURS/RIN)
<b>MAIN ROTOR HUB AND BLADES</b>		
Main Rotor Yoke	206-011-101-001/-005	
Main Rotor Trunnion	206-011-120-001	
Main Rotor Trunnion	206-011-120-103	  24,000 RIN
Latch Bolt	206-011-122-001/-003	
Fitting, Strap Retention	206-011-124-001	2400 hours
Pin, Strap Retention	206-011-125-001	1200 hours
Main Rotor Grip	206-011-132-009	 4800 hours
Main Rotor Grip	206-011-132-113	4800 hours
Tension Torsion Strap	206-011-147-007	  1200 hours/24 months
Fitting, Strap Retention	206-011-150-101	2400 hours
Fitting, Strap Retention	206-011-150-105	2400 hours
Tension Torsion Strap	206-011-154-103/-107	 1200 hours/24 months
Latch Bolt	206-011-260-101	 1200 hours
Main Rotor Blade	206-015-001-001/-103/-105	  3600 hours
Main Rotor Blade	206-015-001-107/-109/-111/-113/-115/-117/-119/-121	 3600 hours
Main Rotor Blade	206-015-001-125/-127/-129/-131	 2300 hours
<b>SWASHPLATE AND SUPPORT</b>		
Tube, Lower Cyclic	206-001-193-001	4800 hours
Link, Collective Idler	206-010-407-001	4800 hours
Link, Collective Idle	206-010-446-105	  1200 hours
Link, Collective Idler	206-010-446-107	 4800 hours
Support Assembly, Swashplate	206-010-445-113	 4800 hours
Support Assembly, Swashplate	206-010-452-001/-005/-109	 4800 hours
Support Assembly, Swashplate	206-010-452-113	4800 hours
Sleeve Assembly, Collective	206-010-454-005/-109	4800 hours
Sleeve Assembly, Collective	206-010-454-107	 4800 hours
Lever, Collective	206-010-447-105	  1200 hours

Table 4-1. Airworthiness Limitations Schedule (Cont)





























COMPONENT	PART NUMBER 	RETIREMENT LIFE (YEARS/HOURS/RIN)
<b>SWASHPLATE AND SUPPORT (CONT)</b>		
Lever, Collective	206-010-447-109	 4800 hours
Lever, Collective	206-010-467-001/-105	4800 hours
<b>POWER TRAIN</b>		
Duplex Bearing, Tail Rotor Gearbox	206-040-410-003/-005/-101	3000 hours
Mast, Main Rotor	206-040-535-005	  1800 hours/44,000 RIN
Mast, Main Rotor	206-040-535-101	  5000 hours/44,000 RIN
Mast, Main Rotor	206-040-535-105	   5000 hours/44,000 RIN
Sun Gear	206-040-662-101	
Driveshaft, Main	206-340-300-101	  5000 hours
Clutch, Freewheel Assembly	CL41742-1	3000 hours
Clutch, Freewheel Assembly	CL42250-1	3000 hours
<b>TAIL ROTOR HUB AND BLADES</b>		
Yoke, Tail Rotor	206-011-811-009	4800 hours
Yoke, Tail Rotor	206-011-819-101	 5000 hours
Yoke, Tail Rotor	206-011-819-105/-109	5000 hours
Yoke, Tail Rotor	406-012-102-107/-113	 5000 hours
Blade, Tail Rotor	206-016-201-001/-107	 2400 hours
Blade, Tail Rotor	206-016-201-113	  2400 hours
Blade, Tail Rotor	206-016-201-127/-131	    2500 hours
Blade, Tail Rotor	400-016-100-109/-113	 5000 hours
<b>AIRFRAME</b>		
Horizontal Stabilizer	206-023-119-167	
<b>MISCELLANEOUS KITS</b>		
Crosstube, Landing Gear, High	206-053-109-ALL	
Crosstube, Landing Gear, Standard	206-053-119-ALL	
Crosstube, Landing Gear, Pan Type Floats	206-053-129-009/-011/-101/-103	
Crosstube, Landing Gear, Fixed Floats	206-050-169-011/-013	
Crosstube, Landing Gear, Fixed Floats	206-053-211-103	

Table 4-1. Airworthiness Limitations Schedule (Cont)





















COMPONENT	PART NUMBER 	RETIREMENT LIFE (YEARS/HOURS/RIN)
<b>MISCELLANEOUS KITS (CONT)</b>		
Reservoir, Emergency Floats	1269556-3/-4	 15 years
Reservoir, Emergency Floats	1271226	 15 years
Reservoir, Emergency Floats	206-073-839-103	 15 years
Reservoir, Emergency Floats	206-073-848-101/-107/-113	 15 years
Reservoir, Emergency Floats	206-073-848-121	 15 years
Reservoir, Emergency Floats	206-073-916-003	 10 years
Reservoir, Emergency Floats	206-073-928-101	 10 years
Squib, Emergency Floats	94455	
Squib, Emergency Floats	29022968	
Cable Cutter Assembly, Hoist	Y-1265-11-1	
<b>POWER PLANT</b>		
Turboshaft Engine	250-C28	Refer to Rolls Royce 250-C28 Operation and Maintenance Manual, 16W2
Turboshaft Engine	250-C30P	 Refer to Rolls Royce 250-C30P Operation and Maintenance Manual, 14W2
<b>NOTES:</b>		
<p> Airworthiness limitation for part number listed applies to all successive dash numbers for that component unless otherwise specified.</p> <p> RESERVED.</p> <p> Main rotor latch bolts 206-011-122-001/-003 will have been removed from service no later than 1 September 1978. Refer to BHT ASB 206L-78-2, dated 21 July 1978.</p> <p> Main rotor yokes 206-011-101-109 and 206-011-149-101/-105 are not listed and are conditional. Main rotor yokes 206-011-101-001/-005 will have been removed from service no later than 1 September 1981. Refer to BHT ASB 206L-79-5, dated 3 April 1979 and ASB 206L-80-11, dated 1 May 1980.</p> <p> RESERVED.</p> <p> Main rotor trunnion 206-011-120-001 will have been removed from service no later than 1 September 1981. Refer to BHT ASB 206L-80-9 Revision C, dated 10 August 2001.</p> <p> RESERVED.</p> <p> Selected serial numbers of main rotor grips 206-011-132-009 will have been removed from service upon reaching 1200 hours in service. Refer to BHT ASB 206L-80-15, dated 29 July 1980 for list of serial numbers affected.</p>		














Table 4-1. Airworthiness Limitations Schedule

## NOTES (CONT):

- 9 Selected serial numbers of main rotor mast 206-040-535-105 will have been returned to Bell Helicopter for metallurgical evaluation no later than 31 May 1987. Affected masts inspected at BHT and found to be acceptable have the suffix "U" added to the serial number. Refer to BHT ASB 206L-87-44, dated 23 April 1987 for list of serial numbers affected.
- 10 Selected serial numbers of tail rotor yoke 206-011-819-101 will have been returned to Bell Helicopter for inspection and rework no later than 1 April 1988. Refer to BHT ASB 206L-88-51, dated 23 April 1987 for list of serial numbers affected.
- 11 Main rotor hub tension torsion straps 206-011-147 and 206-011-154 have airworthiness lives of 1200 hours or 24 months, whichever occurs first. The calendar life of 24 months starts when new straps are installed in a main rotor hub and blade assembly and are subjected to rotation on the aircraft. Refer to BHT ASB 206L-80-12, dated 2 June 1980.
- 12 Selected serial numbers of tension torsion straps 206-011-147-007 must be removed from service. Refer to BHT ASB 206L-89-60, dated 29 August 1989 for list of serial numbers affected.
- 13 Selected serial numbers of main rotor blades 206-015-001-001/-103/-105 must be removed from service. Refer to BHT ASB 206L-89-64 Revision A, dated 29 November 1989 for list of serial numbers affected.
- 14 Selected serial numbers of sun gear 206-040-662-101 must be removed from service. Refer to BHT ASB 206L-90-69 Revision A, dated 15 January 1991 for list of serial numbers affected.
- 15 Selected serial numbers of tail rotor blades 206-016-201-113/-127 must be removed from service. Refer to BHT ASB 206L-90-70, dated 27 June 1990 for list of serial numbers affected.
- 16 Selected serial numbers of tail rotor blade 206-016-201-127 will have been returned to Bell Helicopter for evaluation no later than 30 September 1990. Affected blades inspected at BHT and found to be acceptable have the suffix "M" added to the serial number. Refer to BHT ASB 206L-90-71 Revision A, dated 31 October 1990 for list of serial numbers affected.
- 17 Selected serial numbers of main rotor latch bolt 206-011-260-101 must be removed from service. Refer to BHT ASB 206L-92-86, dated 3 December 1992 for list of serial numbers affected.
- 18 Landing gear crosstubes 206-053-109-ALL and 206-053-119-ALL (all dash numbers) will have been removed from service no later than 30 September 1994. Refer to BHT ASB 206L-94-93, dated 11 April 1994.
- 19 Landing gear crosstubes 206-053-169-011/-013 will have been removed from service no later than 31 January 1995. Refer to BHT ASB 206L-94-97, dated 17 August 1994.
- 20 Landing gear crosstubes 206-053-129-009/-011/-101/-103 will have been removed from service no later than 28 February 1995. Refer to BHT ASB 206L-94-98, dated 29 August 1994.
- 21 Each component with a retirement life sensitive to torque events will be assigned a maximum Retirement Index Number (RIN). This RIN corresponds to maximum allowed fatigue damage resulting from lifts and takeoffs. A TORQUE EVENT is defined as a takeoff (one takeoff plus subsequent landing = one RIN) or a lift (internal or external). For example, if an operator performs six (6) takeoffs and ten (10) slingloads, this would total 16 torque events; (6 takeoffs = 6 events, 10 slingloads = 10 events, 6 + 10 = 16 torque events total).

**Table 4-1. Airworthiness Limitations Schedule (Cont)****NOTES (CONT):**

Pilots are to record total number of torque events for each flight. This allows maintenance personnel to convert torque events to RIN by applying the appropriate RIN Adjustment Factor. Refer to BHT ASB 206L-94-99, Revision B, dated 10 August 2001. A new component will begin with an accumulated RIN of zero, that will be increased as lifts and takeoffs are performed. Operator will record number of lifts and takeoffs (torque events), and increase accumulated RIN accordingly. When maximum RIN is reached or retirement flight hours, whichever occurs first, component will be removed from service.

-  The retirement life of trunnion 206-011-120-103 is based solely on RIN. Retire trunnion when RIN = 24,000. For each takeoff/lift, add one (1) RIN if the trunnion is installed on 206L, 206L-1 or 206L-3 (includes 206L-3 with Increased Power Operation kit installed per Service Instruction 206-SI-2039) and two (2) RIN if the trunnion is installed on a 206L-4. Refer to BHT ASB 206L-94-99 Revision B, dated 10 August 2001.
-  Retire mast 206-040-535-001/-005/-101/-105 when RIN = 44,000. For each takeoff/lift, add one (1) RIN if the mast is installed on 206L, 206L-1 or 206L-3 (includes 206L-3 with Increased Power Operation kit installed per Service Instruction 206-SI-2039) and two (2) RIN if the mast is installed on a 206L-4. Refer to BHT ASB 206L-94-99 Revision B, dated 10 August 2001.
-  Collective idler link 206-010-446-105, serial numbers A-1 through A-27, inclusively, and serial numbers RE-238 through and including RE-270 will be retired from service at 1200 hours service time. Refer to BHT ASB 206-98-110, dated 6 May 1998.
-  Collective lever 206-010-447-105, serial numbers A-1 through A-22, inclusively, will be retired from service at 1200 hours service time. Refer to BHT ASB 206L-98-110, dated 6 May 1998.
-  Swashplate support 206-010-452-001/-005/-109 must be inspected every 50 hours after the swashplate support has accumulated 1500 hours in service. Refer to BHT ASB 206L-93-89 Revision B, dated 4 April 1994.
-  Aft crosstube assembly 206-053-211-103 has an airworthiness life of 33,000 landings. Refer to BHT ASB 206L-94-97, dated 17 August 1994.
-  Reservoir per DOT-3HT specification and Exemption Letter DOT-E-7218. Life starts from date of manufacture.
-  Reservoir per DOT-3HT specification and Exemption Letter DOT-E-8162. Life starts from date of manufacture.
-  Tail rotor blade 206-016-201-127 and subsequent, retirement life increased to 2500 hours. Refer to BHT TB 206L-89-147, dated 2 June 1989.
-  Main rotor blade 206-015-001-ALL. It is permissible to use any main rotor blade (mix and match) on helicopter model 206L, 206L-1, 206L-3, 206L-4, provided that all conditions are met. Refer to BHT TB 206L-87-142, dated 1 October 1987, and information letter IL 206L-00-68 Revision A or subsequent.
-  Tail rotor blade 206-016-201-ALL. It is permissible to use any tail rotor blade on helicopter model 206L, 206L-1, 206L-3, 206L-4 provided that all conditions are met. Refer to BHT TB 206L-94-167 Revision A, dated 1 May 1995.
-  Part of squib assembly 30908. Retire squib no later than 15 years after date of manufacturing. Dispose of time expired squib in accordance with local regulations.
-  Part of squib assembly 29022971 and approved alternate for squib 30908. Retire squib no later than 15 years after date of manufacturing. Dispose of time expired squib in accordance with local regulations.

**Table 4-1. Airworthiness Limitations Schedule (Cont)**

**NOTES (CONT):**

35 Storage life of cutter assembly Y-1265-11-1, in original sealed container, is set at 60 months. Service life is 36 months from the time the cutter assembly is removed from the original sealed container. The 36-month service life must be contained within the 60-month storage life. Dispose of time expired squib in accordance with local regulations.

Example 1 – Cutter assembly stored for 24 months: 60 - 24 = 36-month service life.  
 Example 2 – Cutter assembly stored for 48 months: 60 - 48 = 12-month service life.  
 Example 3 – Cutter assembly stored for 1 month: 60 - 1 = 59 months, reduced to 36 months maximum service life.

36 This reservoir assembly includes reservoir P/N 1269556-3 or -4.

37 This reservoir assembly includes reservoir P/N 1271226.

38 Reservoir per FAA specification. Reservoir assembly 206-073-928-101 includes reservoir P/N 206-073-916-003. Life starts from date of manufacture.

39 Affected horizontal stabilizer 206-023-119-167 must be removed from service no later than 30 September 2008. Refer to ASB 206L-06-141 for list of horizontal stabilizer serial numbers affected. Applicable horizontal stabilizers must be inspected every 600 hours or annually until replaced. Refer to ASB 206L-06-141 for inspection details.

40 Applicable to Rolls Royce 250-C30P engine when installed in accordance with Engine Upgrade kit 206-706-520 per BHT-206-SI-2050. Also applicable to helicopters with 206L1+ Increased Gross Weight kit 206-706-530 installed per BHT-206-SI-2052.

41 Applicable to helicopters with Increased Gross Weight kit 206-706-530 installed per BHT-206-SI-2052.

42 Retirement life also applies to main driveshaft 206-340-300-105 and 206-340-300-105M. Refer to ASB 206L4-01-123, Revision A.

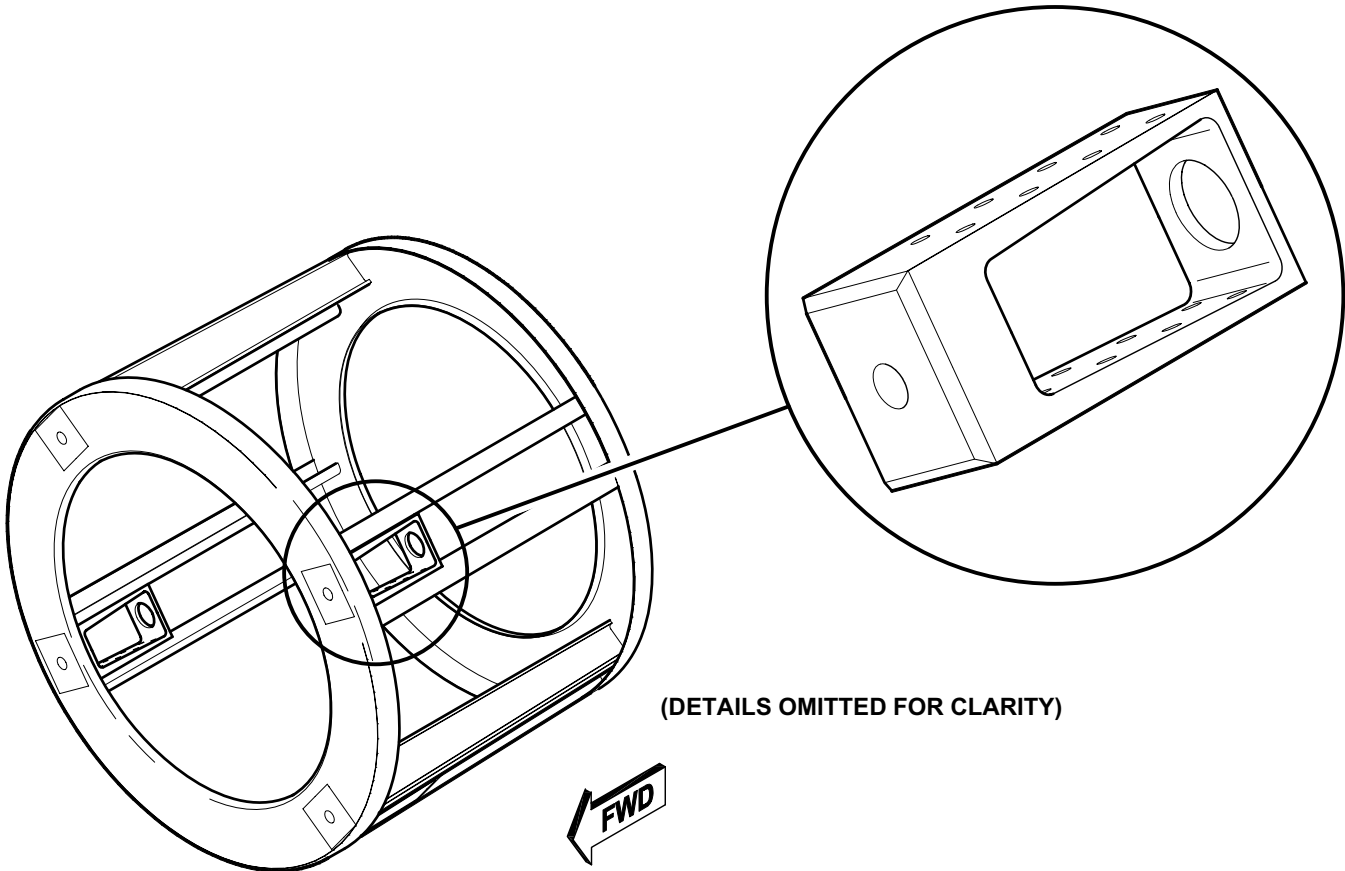
**Table 4-2. Inspection Limitations Schedule**

COMPONENT	PART NUMBER ①	INSPECTION INTERVAL (HOURS OPERATION TIME)
Tailboom Upper Left Attachment Fitting	206-032-409-001	② 100 Hours

**NOTES:**

① Inspection limitation for the part number listed applies to all successive dash numbers for that component, unless otherwise specified.

② You must do an inspection of the tailboom upper left attachment fitting P/N 206-032-409-001 every 100 flight hours. Refer to BHT ASB 206L-09-158 for a listing of affected tailbooms. Refer to [Figure 4-1](#) for inspection details.


**INSPECTION PROCEDURE:**

1. Inspect upper left attachment fitting for cracks, mechanical damage, corrosion damage, loose rivets, and general condition.
2. Refer to ASB 206L-09-158 for wear, damage, and repair limits.
3. Repair fitting in accordance with ASB 206L-09-158.
4. Replace cracked or damaged fitting or loose rivets in accordance with ASB 206L-09-158.
5. If a crack is found, contact Product Support Engineering with details as follows:

Bell Helicopter Textron  
 Product Support Engineering  
 Light Helicopters group  
 Tel: 1-800-243-6407 (Continental USA and Canada)  
 1-800-363-8023 (Continental USA)  
 1-800-361-9305 (Within Canada)  
 1-450-437-2862 (All other areas - Call collect)  
 Fax: 450-433-0272  
 Email: [pselight@bellhelicopter.textron.com](mailto:pselight@bellhelicopter.textron.com)

**Figure 4-1. Tailboom Upper Left Attachment Fitting (P/N 206-032-409-001)**  
**— Recurring 100-Hour Inspection**

206LS MM 04 0001