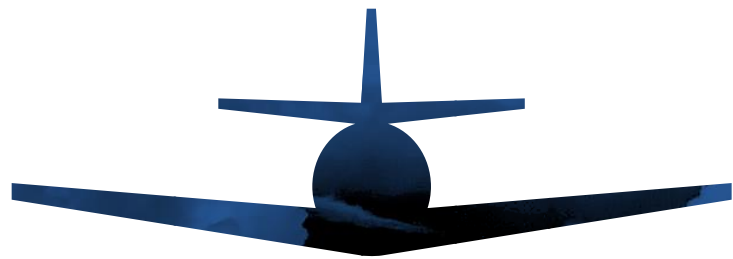




**GUERNSEY
SAFETY
INFORMATION
BULLETIN
(GSIBs)**



GSIB AIR-2020-1

**Agusta Bell and Bell
206 Helicopters**

BAILIWICK OF GUERNSEY

Director of Civil Aviation

Guernsey Safety Information Bulletin

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Guernsey Safety Information Bulletins (GSIBs) are issued as an information tool that intends to alert, inform, and draw the attention of the aviation community on safety issues. GSIBs contain non-mandatory information and guidance that do not qualify for an Airworthiness Directive (AD).

GSIBs may be potentially used on any type of aviation safety related subject for which the Bailiwick of Guernsey DCA has received information and that it finds useful to share with the aviation community for the sake of safety promotion.

Non-exhaustive examples of cases where a GSIB can be issued include:

- information related to suspected unapproved parts,
- information related to falsification of licenses,
- design, production, or maintenance related information and /or recommendations that do not meet the criteria for an AD,
- flight operations related information and/or recommendations, including to address risks arising to civil aviation from,
- conflict zones (RCZ),
- ATM/ANS related information and/or recommendations,
- reacting to Safety Recommendations issued by Safety Investigation Authorities addressed to the Bailiwick of Guernsey DCA.

GSIBs are not in themselves law or a regulation but may amplify provisions of the laws and regulations, including the Guernsey Aviation Requirements, or provide practical guidance.

The definitive version of GSIBs is on the States of Guernsey website <http://www.cidca.aero/guernsey-aviation-requirements> which should be viewed to establish the latest issue.

Enquiries regarding the content of this publication should be addressed to the Director of Civil Aviation, Guernsey Airport, Airport Terminal Building, La Villiaze, Forest, Guernsey, GY8 0DS.

For further information consult <http://www.2-reg.com> or send a message to info@2-reg.com.

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1 - Purpose

The DCA has identified that there continues to be misunderstanding regarding the eligibility of parts that can be fitted to the Agusta Bell 206 and to the Bell 206 helicopters, that results in parts being intermixed between the two types. This Guernsey Safety Information Bulletin provides guidance on the eligibility of parts for installation on each type and the policy to be followed if an unqualified part is found to be installed.

2 - Related laws and regulations

This GSIB relates to:

- The Air Navigation (Bailiwick of Guernsey) Law, 2012 (ANL).
- Guernsey Aviation Requirements (GAR), sections Part 21 Subpart K, Part 43 article 43.105, Part 145 article 145.59, Part 145 article 145.115 and GAR Part 13.

3 – Definitions

Definitions, in the context of this GSIB shall have the meanings listed in GAR Part 1 (Definitions, Abbreviations and Units of Measurement).

4 – Eligibility of parts for Agusta Bell and Bell 206 helicopters

The product manufacturers, supported by EASA, have on several occasions attempted to make clear that only parts that are manufactured under control of the Type Certificate Holder (TCH) or Supplementary Type Certificate Holders (STC) control are eligible for installation on their respective helicopters. Where a part does not meet these criteria, then it should be replaced with a part conforming with the TCH or STC holders requirements.

This policy is supported by Information Letters issued by the Type Certificate holders for both aircraft types, clarifying their individual positions concerning the eligibility requirements for replacement parts.

- Agusta Westland Information Letter (15 November 2006)
- Bell Helicopters Information Letter No. GEN-99-65 (15 January 1999, revised 2 June 2006)

Parts manufactured by or for Bell under their production approvals are not normally eligible for installation on Agusta/ Bell manufactured helicopters. Parts produced by or for Agusta are not eligible for installation on a Bell manufactured helicopter.

Original Bell Helicopters parts may only be installed on the Agusta Bell 206 when the part is supplied and authorised by Agusta, now Leonardo S.p.A. Authorisation may be provided by Leonardo S.p.A through their EASA design organisation approval.

5 – Type certification basis and maintenance data

The Augusta Bell 206 and the Bell 206 helicopters are separately type certificated and have different instructions for continuing airworthiness (Life limits, maintenance manuals, repair data etc) that are approved by their respective States of Design i.e. EASA and Transport Canada. Consequently, there are several differences between the ICA's (Instructions for Continuing Airworthiness). Great care must be taken to ensure that the correct airworthiness directives, maintenance data and other instructions which form part of the ICAs' for the type are available and used.

In summary, there has been no change to the status of the information letters published by the type certificate holders for some years. There are no changes being considered that may alter the position that the letters describe.

The helicopters must comply with their applicable Type Certificate, be constructed from correctly configured conforming parts and be maintained using the correct instructions for continuing airworthiness. Failure to ensure that the helicopter is correctly configured and maintained will result in an unairworthy aircraft and invalidate its certificate of airworthiness.

The Bell 206 was certified by the TCCA Ref. H-92 and subsequently an EASA Type Certificate was issued Ref. EASA.IM.R.512. Prior to the issue of this Type Certificate the type had been certified by the individual European authorities.

The Agusta Bell 206 (Leonardo S.p.A) was certified by ENAC on 8 August 1967 Ref. A 140 and subsequently an EASA Type Certificate was issued Ref. EASA.R.140.

END