



A Textron Company

OPERATION SAFETY NOTICE

206L-11-48  
18 November 2011

**TO: All owners and operators of Model 206L, 206L1, 206L3, and 206L4 helicopters**

**SUBJECT: 206L SERIES MAIN ROTOR BLADES.**

This Operation Safety Notice is being issued subsequent to a recent accident on a 206L S/N 45056 operated by Sunrise Helicopters.

Bell Helicopter wants to emphasize the importance of inspecting the 206L main rotor blades affected by the Alert Service Bulletin (ASB) 206L-09-159 Rev A paying particular attention to the areas defined in Figure 3 either for the recurring wipe check required in PART II or the X-ray photos per PART III. The critical area of the leading edge spar to be checked is 0.5 inch from extreme leading edge to the beginning of the top surface paint between blade stations 100.0 and 145.0 for the recurring wipe check of PART II.

This OSN is also being used to advise owners/operators that your National Airworthiness Authority (e.g. the Federal Aviation Administration in the USA; Transport Canada Civil Aviation in Canada) should be contacted to determine who can accomplish this main rotor blade wipe check, (i.e. whether it must be performed by a licensed mechanic--- an A&P mechanic in the USA or an AME in Canada--- or may be performed by a pilot) as the regulations vary around the world.

For any questions regarding this letter, please contact:

Bell Helicopter Product Support Engineering - Light Helicopters  
Tel: 450-437-2862 / 1-800-363-8023 / [pselight@bellhelicopter.textron.com](mailto:pselight@bellhelicopter.textron.com)