

**Bell JetRanger Lightweight  
Emergency Flotation Systems****AWB** 25-009 **Issue :** 1  
**Date :** 2 March 2006**1. Subject**

Bell 206 A/B JetRanger helicopters, equipped with emergency flotation systems.

**2. Purpose**

To alert maintainers and operators to observe the correct component configuration specified in the Bell float kit Service Instructions (SI), a Supplemental Type Certificate (STC) or flotation system approved under regulation 35 of the Civil Aviation Regulations (CARs) 1988 and adhere to the correct maintenance procedures for the specific emergency float system fitted to a helicopter.

**3. Background**

Lightweight emergency flotation systems, commonly called “pop-out” floats, depend on the correct functioning of a number of key components in order to ensure that the floats operate as designed when deployed.

Defect reports and correspondence received by CASA indicate that increased vigilance is required where emergency float systems are concerned. Defects reported include partially discharged high pressure bottles, float inflation valve malfunction, inoperative pressure gauge, faulty electrical indicating system, and asymmetric inflation of floats. There is also a possibility that some emergency float systems could be incorrectly configured and / or inadvertently maintained to incorrect maintenance data.

**4. Recommendation**

Ensure that the installation and any maintenance of the pop-out float system is strictly in accordance with the applicable approved data and at the frequencies required by the approved schedule for that installation. Operators of Bell 206 A/B JetRanger helicopters fitted with an emergency pop-out float system approved under CAR 35, BHT SI or ST should implement the maintenance instructions as and when required by the inspection and retirement schedule (including high pressure bottle retirement life) contained in the applicable document and use only components supplied with an appropriate airworthiness release certificate, or acceptable certificate of conformance.

Bell Helicopter Textron (BHT) pop-out float kits should be maintained in accordance with the BHT-206A/B-Series Maintenance Manual, the applicable Alert Service Bulletins and Technical Bulletins, and the applicable Service Instruction, as per the table below, kindly provided by Bell Helicopter Textron Canada (BHTC).

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BHT - 206 A/B Service Instruction	BHT 206 A/B Float Kit Number
206-21	206-706-010-1 / -5
206-47	206-706-010-3 / -13
206-50	206-706-010-011
206-81	206-706-010-17
206-104	206-706-010-21 / -23
206-110	206-706-010-25
206-115	206-706-211-101 / -103
206-123	206-706-211-105 / -107 / -109
<i>NOTE: This table is not subject to revision and is provided as an advisory only. BHT 206 A/B Operators should refer to BHTC publications to ensure only the appropriate data is used to maintain pop-out float kits.</i>	
<i>BHTC is the Type Certificate holder for the BHT Bell 206 JetRanger A/B</i>	

The Service Instruction (SI) for each BHT float kit system describes a specific configuration of components and the maintenance requirements for that kit set of components. Although one SI may appear to be very similar in content to another SI, there are key differences, which may be quite subtle. The requirements of one SI cannot be taken from one BHT float kit configuration and used to maintain another BHT float kit.

It is further recommended that an audit is carried out on float kit systems from time to time, in order to ensure that the configuration of the installed kit conforms precisely to the specification of the system approved under regulation 35 of the Civil Aviation Regulations (CAR) 1998, STC or BHT SI used to specify the system and that the correct maintenance procedures for that system are in place and are being adhered to.

Any mismatch between the components listed in the system approved under CAR 35, STC or BHT SI and the components in an installed float system may mean that the wrong maintenance instructions and schedule is being used and the system may not perform as intended. This could result in seriously compromising the safety benefit intended by the emergency flotation system.

Where inadequacies in the emergency flotation system maintenance program are identified, the operator is responsible to take timely action to correct the deficiencies to ensure the emergency flotation system installed on the helicopter remains airworthy.

## **5. Enquiries**

Enquiries with regard to the content of this Airworthiness Bulletins should be made via the direct link e-mail address: [AirworthinessBulletin@casa.gov.au](mailto:AirworthinessBulletin@casa.gov.au)

Or in writing, to:

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