



INFORMATION LETTER

205B-14-24

212-14-68

25 July 2014

TO: All owners and operators of Model 205B and 212 helicopters

SUBJECT: GLOBAL ALTERNATE METHOD OF COMPLIANCE (AMOC) FOR AIRWORTHINESS DIRECTIVE (AD) 2014-12-04.

Bell Helicopter has received a Global Alternate Method of Compliance (AMOC) For Airworthiness Directive (AD) 2014-12-04 from the Federal Aviation Administration (FAA) which is attached to this Information Letter. This AMOC can be used, if required by your local airworthiness authority, in conjunction with ASB 205B-14-63 or ASB 212-14-150 (as applicable). When used with the applicable Alert Service Bulletin this AMOC will allow continued operation with main rotor grips 204-011-121-009 that have exceeded the newly mandated 15,000 hour time-in-service (TIS) retirement life.

For any questions regarding this letter, please contact:

Bell Helicopter Product Support Engineering - Medium Helicopters
Tel: 450-437-6201 / 1-800-363-8028 / psemedium@bh.com

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Approved for public release.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Southwest Region
Arkansas, Louisiana,
New Mexico, Oklahoma,
Texas

Fort Worth, TX 76137

July 23, 2014

Mr. Thomas E. Archer II
BHTI ODA Lead Administrator
Bell Helicopter Textron, Inc. (BHTI)
ODA-710621-SW
P.O. Box 482, Dept. 9A, M/S 1303
Fort Worth, TX 76101

Subject: Global Alternative Method of Compliance (AMOC) for Airworthiness Directive (AD)
2014-12-04, Docket Number FAA-2012-0415

Dear Mr. Archer:

The Federal Aviation Administration (FAA) has received your letter (ODA-51569), dated July 22, 2014, requesting FAA approval of an AMOC to AD 2014-12-04. AD 2014-12-04 superseded AD 2003-01-04, which requires inspecting the main rotor grip (grip) and performing additional inspections, repair, or replacement depending on whether a crack or delamination was found, and determining and recording the hours time-in-service (TIS) and the engine start/stop cycles for each grip on a component history card for BHTI Model 204B, 205A, 205A-1, 205B and 212 helicopters. AD 2014-12-04 requires the same actions as AD 2003-01-04 but adds a retirement life to certain grips and expands the applicability to include the Model 210 helicopter and additional part-numbered grips. Paragraphs (f)(6)(iii) and (f)(7) of AD 2014-12-04 requires replacing any grip, part number (P/N) 204-011-121-009, which has been in service for more than 15,000 or more hours TIS and revising the Airworthiness Limitations sections for the applicable maintenance manuals or the Instructions for Continued Airworthiness (ICAs) by establishing a new retirement life to 15,000 hours TIS.

You are requesting approval of alternative procedures in lieu of replacement of any grip, P/N 204-011-121-009, which has exceeded 15,000 hours TIS for the Bell Model 205B and 212 helicopters. Specifically, you are requesting to (1) implement additional ultrasonic (UT) inspections of the grip at intervals not to exceed 150 hours or 600 engine start/stop cycles, which occurs first (2) perform a daily visual inspection of the two drag brace attachment lugs on each of the outboard surfaces and (3) on or before January 23, 2016, replace any grip, P/N 204-011-121-009, which has been in service for 15,000 or more hours TIS, as alternative procedures to immediate replacement of any grip, P/N 204-011-121-009, which has exceeded 15,000 hours TIS.

Your proposal provides an acceptable level of safety based on the fatigue substantiation presented in IOM 81: JEP:jep-4941, Revision IR, dated July 22, 2014. The UT inspections accomplished at reduced time intervals and the introduction of a new daily visual inspection of the drag brace attachment lugs will provide an acceptable level of safety for the time period for which it is valid.

The Rotorcraft Certification Office approves your AMOC proposal to paragraph (f)(6)(iii) and (f)(7) of AD 2014-12-04 to decrease the time interval for the UT inspections and introducing a daily visual inspection of the drag brace attachment lugs in accordance with the Accomplishment Instructions, Part I and II, in Alert Service Bulletin (ASB) No. 205B-14-63 for the Bell Model 205B and ASB 212-14-150, for the Bell Model 212, both Basic and dated July 23, 2014. All provisions of AD 2014-12-04 that are not specifically referenced above remain fully applicable and must be complied with accordingly.

Prior to accomplishing the requirements of this AMOC ensure the following:

- You have a grip, P/N 204-011-121-009, which is an approved part eligible for installation on a Bell Helicopter Model 205B or 212 helicopter.

In accordance with FAA Order 8110.103A, the following conditions apply:

- This approval is only valid until January 23, 2016.
- You make the appropriate log book entries.
- This FAA AMOC is transferable with the aircraft to an operator who operates the aircraft under U.S. registry.
- Before using this AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standard district office/certificate holding district office.

For further questions regarding this AMOC, please contact Mike Kohner by phone at (817) 222-5170, fax at (817) 222-5783, or e-mail at mike.kohner@faa.gov or 7-AVS-ASW-170@faa.gov.

Sincerely,



Scott A. Horn

Manager, Rotorcraft Certification Office,
Rotorcraft Directorate, Aircraft Certification Service

cc: David Snider, FTW-AEG
Charles Harrison, ASW-170