

Bell Helicopter **TEXTRON**

A Subsidiary of Textron, Inc.

January 15, 1999

INFORMATION LETTER 206L-99-62

TO: All Owners/Operators of 206L Series Helicopters

SUBJECT: Alternate Means of Compliance to FAA AD 99-02-01

REFERENCES: FAA AD 99-02-01 Dated January 6, 1999

This Information Letter is issued to provide 206L Series operators with instructions for obtaining an Alternate Means of Compliance to FAA AD 99-02-01.

Operators should review the information that is attached, and apply to their local FAA for AMOC authorization if the alternate means is desirable. Customers seeking an Alternate Means of Compliance (AMOC) to this AD may do so through a letter requesting an AMOC, addressed to the Manager, Rotorcraft Certification Office, Rotorcraft Directorate. This letter should be submitted with a cover letter to your local FAA Flight Standards District Office (FSDO) for forwarding to the Rotorcraft Certification Office. Examples of the FSDO cover letter and the AMOC request letter are attached.

-NOTE-

Operators of a fleet need only submit one request for AMOC. List all the aircraft on the one form.

Bell Helicopter continues to evaluate a modification to the tail boom that will permit a return to the normal maintenance manual inspection criteria. Field modification of the tail boom is anticipated by September 1999. As the development of the remedy is completed, an explanatory Information Letter will be released. If there are any questions that arise, or if recurring inspection yields unusual conditions, operators are encouraged to contact Bell Helicopter Product Support Engineering, Light Helicopters.

(Insert date here)

Carl Mittag
Mgr. Rotorcraft Certification Office
Rotorcraft Directorate
2601 Meacham Blvd.
Ft. Worth, Texas 76137

Dear Mr. Mittag:

(Insert your company name here) respectfully requests your approval of an Alternate Means of Compliance for AD 99-02-01, by accomplishment of the attached inspection procedures. This request is in reference to Bell Helicopter Model 206L, S/N ____ Registration _____.

Any assistance you may be able to provide me in this endeavor will be greatly appreciated.

Sincerely,

(Insert your name here)
Attachments

(Insert date here)

(Insert your FSDO contact here)
Aviation Safety Inspector
Federal Aviation Administration
FAA AFW FSDO
(Insert your FSDO address here)

Dear Sir:

The following attached letter is provided for your comments/endorsement, in requesting approval of Alternate Means of Compliance to AD 99-02-01. Please forward this request on our behalf to the manager, Rotorcraft Certification Office, Rotorcraft Directorate.

If you have any questions regarding this matter, please contact me personally. Thank you for your assistance.

Sincerely,

(Insert your name here)

Inspection Procedures for Alternate Means of Compliance to AD
99-02-01

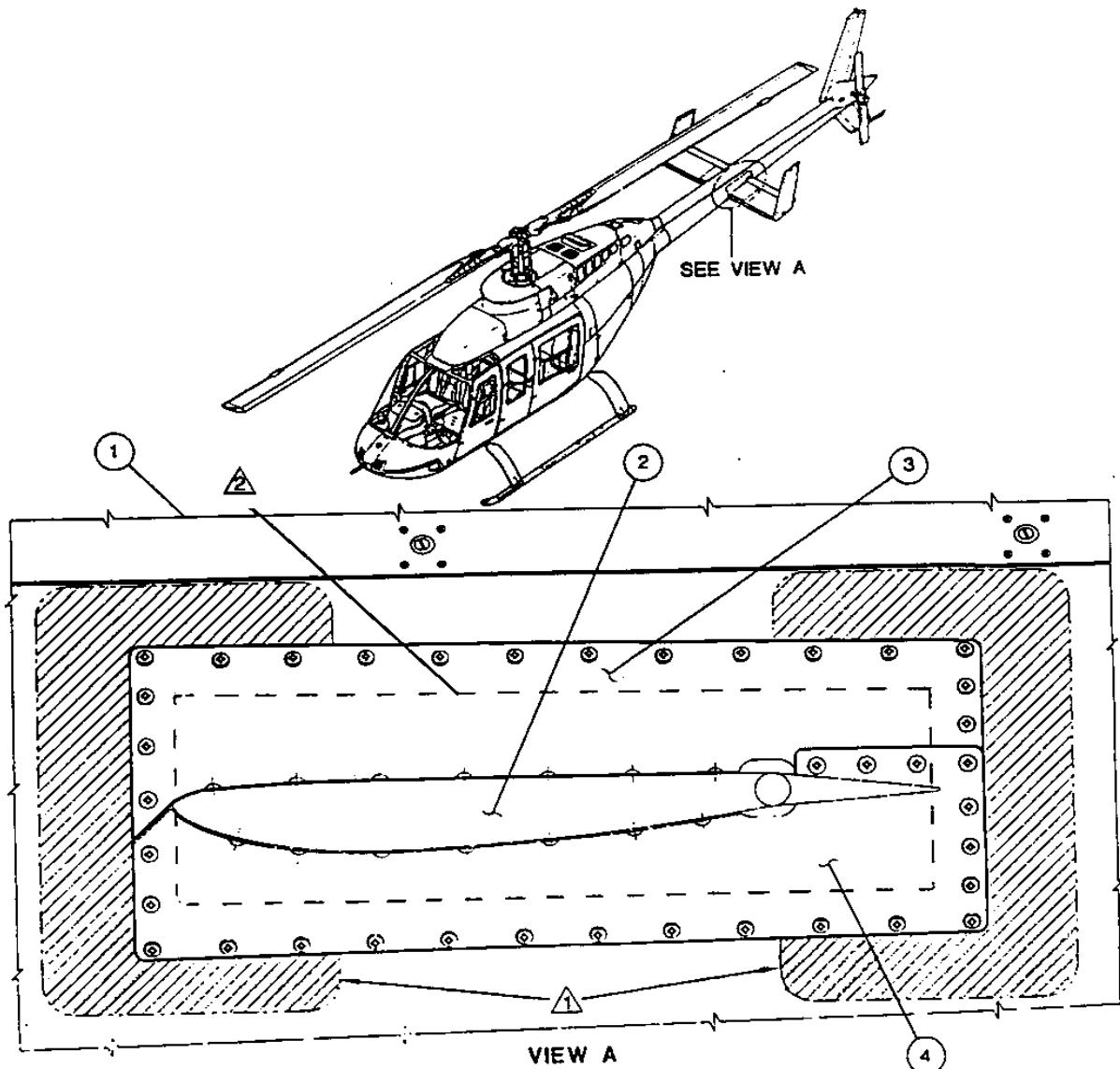
- (a) Before further flight and thereafter, at intervals not to exceed 10 hours time-in-service (TIS), visually inspect for any cracks in the shaded areas shown in figure 1. Use a 10-power or higher magnifying glass. If a crack is found, replace the tailboom with an airworthy tailboom

- (b) At intervals not to exceed 5 hours TIS, visually conduct a preflight check of the shaded areas shown in figure 1 for any cracks. If a crack is found, replace the tailboom with an airworthy tailboom. The visual check may be performed by the owner/operator (pilot) holding at least a private pilot certificate, and must enter into the aircraft records showing compliance with this inspection.

- (c) Within 50 hours TIS:
 - (1) Remove all 4 horizontal stabilizer supports, P/N 206-023-100-all dash numbers, from the tailboom and the horizontal stabilizer.
 - (2) Perform a one-time fluorescent-penetrant inspection of the edges of the tailboom skins for any cracks around the left and right horizontal stabilizer openings (Figure 1). Remove paint and primer to inspect the edges and exterior skin surface in the skin area at least 3/4 inch around the edges of the horizontal stabilizer openings.
 - (3) If crack is found, replace the tailboom with an airworthy tailboom.
 - (4) After completion of the one-time FPI, the inspection with the use of a 10-power or higher magnifying glass, as referenced by (a) above, is not required. However (b) above is still required.

- (d) After completion of (c) above, at intervals not to exceed 100 hours TIS conduct the following:
 - (1) Remove all 4 horizontal stabilizer supports, P/N 206-023-100-all dash numbers, from the tailboom and horizontal stabilizer.
 - (2) Visually inspect with a 10-power or higher magnifying glass for any cracks on the entire edge of the horizontal stabilizer opening on both sides of the tailboom.
 - (3) If a crack is found, replace the tailboom with an airworthy tailboom.

- (e) Insert a copy of this AMOC into the Rotorcraft Flight Manual.



LEGEND

- 1. Tailboom assembly
- 2. Horizontal stabilizer
- 3. Upper support
- 4. Lower support

NOTES

- ⚠ Visually inspect/check for a crack in the shaded areas on both sides of the tailboom.
- ⚠ Fluorescent-penetrant inspect the entire edge of the horizontal stabilizer opening on both sides of the tailboom.

Figure 1
PL AD 99-02-01