

Bell Helicopter **TEXTRON**

A Subsidiary of Textron, Inc.

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|---------------------------|-----------------------|--------------|
| INFORMATION LETTER | 204-00-11 | Rev A |
| | 205-00-24 | Rev A |
| | 205B-00-5 | Rev A |
| | 212-00-38 | Rev A |
| | UH-1H-II-00-05 | Rev A |

-NOTE-

After further discussions with the FAA, Bell Helicopter is revising this Information Letter. The only changes are in the attached letter.

TO: All Owners/Operators of Bell 204B, 205, 205B, 212 and UH-1H-II Series Helicopters

**SUBJECT: FEDERAL AVIATION ADMINISTRATION (FAA) AD 2000-15-52
ALTERNATE MEANS OF COMPLIANCE (AMOC) STATEMENT
FOR TRUNNIONS 204-011-105-001 AND 204-011-105-103**

Bell Helicopter in cooperation with the FAA has alleviated the impact of AD 2000-15-52 in regards to M/R trunnion RIN life. The attached Alternate Means of Compliance (AMOC) statement from the FAA reinstates the original RIN life on the 204-011-105-001 and 204-011-105-103 trunnion to 300,000 and 275,000 RIN respectively.

Please refer to the attached AMOC for the correct RIN factors.

For information purposes the following ASB's should be reviewed depending on model applicability and compliance with these ASB's verified.

Model 204 ASB 204-87-15 and ASB 204-95-47
Model 205 ASB 205-87-26 , ASB 205-90-40 and ASB 205-95-65
Model 205B ASB 205B-90-1 and ASB 205-95-24
Model 212 ASB 212-87-44, 212-90-64 and 212-95-97

Please annotate the helicopter records and log this FAA AMOC letter as authority.



U.S. Department
of Transportation
**Federal Aviation
Administration**

Southwest Region
Arkansas, Louisiana,
New Mexico, Oklahoma,
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Fort Worth, Texas 76193-0000

AUG 7 2000

Mr. Wayne Barbini
Chief, Civil Certification & Regulatory Requirements
Bell Helicopter Textron Inc.
P.O. Box 482
Fort Worth, Texas 76101

Dear Mr. Barbini:

FAA Airworthiness Directive (AD) 2000-15-52 reduced the RIN life limit for P/N 204-011-105-001 main rotor trunnions from 300,000 RIN to 265,000 RIN and it reduced the life limit for P/N 204-011-105-103 trunnions from 275,000 to 240,000 RIN. It also modified the RIN factors for the trunnion, and required the recalculation of accumulated RIN for trunnions. The FAA implemented the aforementioned changes for the trunnion after consultation with Bell engineering.

Bell has subsequently clarified that the changes in trunnion life and RIN counting procedures required in AD 2000-15-52 are not necessary. A review of service history for the trunnions has revealed no trunnion failures.

This letter authorizes compliance with the following ASB's as an alternate method of compliance to the trunnion requirements specified in AD 2000-15-52 :

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| Model 204 | ASB 204-87-15 and ASB 204-95-47 |
| Model 205A / A-1 | ASB 205-87-26, ASB 205-90-40 and ASB 205-95-65 |
| Model 205B | ASB 205B-90-1 and ASB 205-95-24 |
| Model 212 | ASB 212-87-44, ASB 212-90-64 and ASB 212-95-97 |

Sincerely,

for Carl F. Mittag
Manager, Rotorcraft Certification Office