

# **Bell Helicopter** **TEXTRON**

A Subsidiary of Textron, Inc.

August 3, 2000

## **INFORMATION LETTER 204B-00-10**

**205A/A-1-00-23**

**205B-00-4**

**212-00-37**

**UH-1H-II-00-04**

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

**SUBJECT: FEDERAL AVIATION ADMINISTRATION (FAA) AD 2000-15-52**

On July 25, 2000 the FAA published AD 2000-15-52. Bell Helicopter has reviewed FAA AD 2000-15-52, and understands the impact it has on affected operators during this peak operational season.

The intent of this information letter is to assist in understanding the intended action of FAA AD 2000-15-52, and inform operators of Bell Helicopter's current actions to help alleviate the impact.

- In the interest of flight safety, an additional need to adjust the Retirement Index Number (RIN) count for Main Rotor Masts 204-011-450-ALL and Trunnion 204-011-105-001/-103 has been identified. The ASB to implement this adjustment has been in work, and Bell Helicopter has been working with the FAA to determine the RIN counting procedures for the mast and trunnion that will ensure safety of flight.
- Due to FAA AD 2000-15-52, which states a lowered RIN life of the Trunnion, Bell Helicopter and the FAA are working together to determine a course of action that will allow the return of the Trunnion life to 300,000 RIN. The upcoming Alert Service Bulletin is a top priority within Bell Helicopter and we will release it as soon as possible.

The importance of the Main Rotor Mast issue demanded the rapid release of the FAA AD, the impact was an immediate depletion of Bell Helicopter's spares inventory. Bell Helicopter is working hard and devoted significant resources to meet this unexpected demand. The production of assets continues to increase in an attempt to quickly meet demand.

We will continue to publish updates by future Information Letters, and will post the updates to the <http://www.bellcustomer.com> website.