



A Textron Company

INFORMATION LETTER

IL 206L-15-101

IL 407-15-109

IL 427-15-04

15 September 2015

TO: All owners and operators of Model 206L4, 407, and 427 helicopters

SUBJECT: ALTERNATE MEANS OF COMPLIANCE (AMOC) FOR FAA AD 2015-17-02 DATED SEPTEMBER 24, 2015.

Bell Helicopter has clarified with the Federal Aviation Administration (FAA) the intent of the Airworthiness Directive (AD) 2015-17-02, concerning the disposition of a main driveshaft 206-340-300-105 that has been used on a Model 407.

The AD is stating, in the required action segment, to not install driveshaft 206-340-300-105 on any helicopter if it has ever been installed on a Bell Model 407 helicopter.

This Information Letter and the attached Alternate Means of Compliance (AMOC), dated September 9, 2015, confirms that any driveshaft previously used on a Model 407 must be removed from service per the schedule indicated in the Alert Service Bulletin (ASB) 407-01-45, Revision B, dated April 23, 2013.

Removed driveshaft can be overhauled and re-identified as 206-340-300-107 and only operated on the Model 407, with the limitation for a -107 per the BHT-407-MM, or overhauled and re-identified as 206-340-300-105M and installed in Models 206L4 & 427, with the limitations of 206-340-300-105 per their respective Maintenance Manual.

For information concerning the overhaul of the 407-340-300-105 driveshaft, the following ASB's should be reviewed depending on model applicability:

Model 206L4: ASB 206L-01-123, Revision A, dated February 22, 2006 (or later)

Model 427: ASB 427-01-04, Revision A, dated March 31, 2006 (or later)

Model 407: ASB 407-01-45, Revision B, dated April 23, 2013 (or later)

Before using this AMOC, it is the responsibility of the owner/operator to notify the local Flight Inspection Safety District Office (FISDO) about the content of this letter.

For any questions regarding this letter, please contact:

Bell Helicopter Product Support Engineering - Light Helicopters
Tel: 450-437-2862 / 1-800-363-8023 / pselight@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, Texas 76137

September 9, 2015

M. Deer
Bell Helicopters
12,800 rue de l'Avenir,
Mirabel (Quebec) J7J 1R4 CANADA

We received your proposal for a Global Alternative Method of Compliance (AMOC) to Airworthiness Directive (AD) 2015-17-02 dated September 24, 2015. The AD lists part number (p/n) 206-340-300-105 but does not mention p/n 206-340-300-105M or 206-340-300-107 per ASB 206L-01-123RevA. Your AMOC proposes to inspect the installed main drive shafts in accordance with the manufacturer's instructions for continued airworthiness (ICA).

We evaluated the ASB and concluded that the p/n 206-340-300-105M may be used on the Bell 206L-4 and 427. We also concluded that the p/n 206-340-300-107 would be used exclusively on the Bell 407.

We evaluated the inspection requirements for the main drive shaft from Bell and concluded the manufacturer inspection criteria provides an acceptable level of safety. The inspection requirements listed in the ICAs must be followed for the applicable part numbers.

Bell 206L-4 and 427, with p/n 206-340-300-105M installed, BHT SERIES-MM-1 Ch.4 and 5

Bell 407, with p/n 206-340-300-107 installed, BHT SERIES-MM-1 Ch.4 and 5

The Rotorcraft Directorate approves your AMOC proposal to AD 2015-17-02 for Bell models 206L-4, 427 and 407, for paragraphs (f)(2).

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 standards district office/certificate holding district office.

All provisions of AD 2015-17-02 that are not specifically referenced above remain fully applicable and must be complied with accordingly.

If there are any questions regarding this approval, please contact Matthew Fuller by mail, telephone (817) 222-5161, or email matthew.fuller@faa.gov.

Thank you,


James A. Grigg
Manager, Safety Management Group
Aircraft Certification Service