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## AIRWORTHINESS DIRECTIVE

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On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/BELL 204/6 Amdt 12 and issues the following AD under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

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### Bell Helicopter Textron 204 Series Helicopters

#### **AD/BELL 204/6      Main Rotor Mast and Trunnion - Retirement      16/2013** **Amdt 13              Index Number (RIN) Recount / Inspection**

- Applicability:** Model 204B helicopter, with main rotor mast, part number 204-011-450-001, -007, -105, -113, or -119, or main rotor trunnion, part number 204-011-105-001, or -103, installed.
- Requirement:** For the main rotor mast and trunnion, determine the accumulated Retirement Index Number (RIN), inspect, and action in accordance with the technical requirements of FAA Emergency Airworthiness Directive 2000-15-52, Amendment 39-12042.
- Bell Helicopter Textron Alert Service Bulletin 204-00-51, dated 8 April 2000 approved by the United States Federal Aviation Administration (FAA) as an Alternative Method of Compliance (AMOC) to FAA AD 2000-15-52, Amendment 39-12042 is considered acceptable for compliance with the equivalent Requirement of this AD.
- Compliance:** From the effective date of this directive.
- This Amendment becomes effective on 2 August 2013.
- Background:** Amendment 13 removes the requirement for retiring bolts connecting the Drive Link to Rotating Swashplate at 500 hours Time in Service (TIS). Current TIS of 1000 hours per Bell Helicopter Textron Maintenance and Overhaul Manual BHT-204B-M&O-1 is considered adequate. This amendment also makes reference to FAA AD 2000-15-52, Amendment 39-12042 for inspection of main rotor mast and trunnion. This amendment also notates the acceptability of an FAA approved AMOC for compliance with the equivalent requirement of this AD.
- Amendment 12 of this AD became effective on 10 August 2000 and was issued to require a specific life limitation for bolts connecting main rotor swashplate outer ring trunnions to swashplate drive links.



Mike Higgins  
Delegate of the Civil Aviation Safety Authority

26 July 2013