# Prescrizione di Aeronavigabilità

**SOGGETTO - OGGETTO**:Elicotteri Bell 204/205/212 e Agusta AB204/205/212Rotore principale

N. 2000-382
del 31-07-2000
Rev. 8della P.A. 1989-110
P.A. Ripetitiva: NO

**RIFERIMENTI:**
Documentazione della Ditta Costruttrice:
BHTI
BHTI
BHTI

Prescrizioni Estere:
Alert S.B. 205-90-40 Rev. A 21-03-1991
Alert S.B. 205B-90-1 Rev. A 21-03-1991
Alert S.B. 212-90-64 Rev. B 11-03-1992

!!!URGENTE – APPLICAZIONE URGENTE!!!

! DATA DI ENTRATA IN VIGORE: 7 AGOSTO 2000

SCADENZA:
Come indicato nella AD a riferimento, a partire dalla data di entrata in vigore della presente PA, se non gia' eseguito.

! APPLICABILITA':
! Elicotteri Bell Helicopter Textron 204B, 205A, 205A-1, 205B, 212 ed
! Agusta-Bell AB 204B, 205A, 205A1 e 212, in qualunque categoria certificati,
! che installano alberi rotore principale P/N 204-011-450-001,-007,-105,-113,
! -119 o perni di articolazione rotore principale P/N 204-011-105-001,-103.

DESCRIZIONE:
L'allegata AD a riferimento costituisce Prescrizione di Aeronavigabilita' dell'ENAC, con la scadenza riportata alla relativa voce della presente PA.

Ai fini del soddisfacimento della presente PA, possono essere adottati metodi alternativi, che garantiscano un livello di sicurezza equivalente, purche' approvati dall'ENAC.

Puo' essere autorizzato dall'ENAC il trasferimento in volo dell'aeromobile su una base presso cui possa essere applicata la presente PA.

! Entro 10 giorni dalla data di effettuazione delle ispezioni richieste dalla
! presente PA, informare l'ENAC sull'esito delle suddette ispezioni
! utilizzando il modulo identificato in appendice 3 della AD a riferimento,
! al seguente indirizzo:

ENAC
Direzione ECI
Via di Villa Ricotti, 42
00161 ROMA

o all'indirizzo E-mail. e.segeci.rai-enac@interbusiness.it

Nota: Il modulo succitato deve essere inviato anche
alla FAA secondo le istruzioni contenute nella AD a riferimento.

Nel testo della AD vengono adoperati i seguenti acronimi:

RIN: Retirement Index Number
TIS: Time-in-service

Nota: copia delle figure e delle tabelle richiamate nel testo della AD a riferimento possono essere richieste al predetto indirizzo tel: +39 06 44185367/8 fax: +39 06 44185420.

! La presente PA annulla e sostituisce la PA 2000-212 del 9/5/2000.

English translation:
Note: this AD endorses the FAA AD 2000-15-52 without any change. Figures and tables referenced in the text of the AD 2000-15-52 can be requested to following fax n. +39 06 44185420.
The effective date of ENAC AD 2000-382 is 7 august 2000.

Si riporta qui di seguito il testo della suddetta AD:
EMERGENCY AIRWORTHINESS DIRECTIVE
DATE: July 25, 2000

2000-15-52 BELL HELICOPTER TEXTRON INC.: Docket No. 2000-SW-28-AD. Supersedes Emergency AD 2000-08-52, Docket No. 2000-SW-20-AD, and AD 98-24-15, Amendment 39-10900, Docket No. 97-SW-20-AD.
Applicability: Model 204B, 205A, 205A-1, 205B, and 212 helicopters, with main rotor mast (mast), part number (P/N) 204-011-450-001, -007, -105, -113, or -119, or main rotor trunnion (trunnion),

P/N 204-011-105-001 or -103, installed, certificated in any category.
NOTE 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (i) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.
Compliance: Required as indicated, unless accomplished previously.

NOTE 2: This AD has new requirements which must be complied with even if AD’s 98-24-15 and 2000-08-52 have already been accomplished. This AD requires the recalculation of accumulated mast and trunnion RIN and increases the RIN factors for masts and trunnions installed on certain helicopter models. This AD also expands the S/N applicability for the one-time special inspection of the mast.

To prevent failure of a mast or trunnion, separation of the main rotor system, and subsequent loss of control of the helicopter, accomplish the following:
(a) Before further flight, determine the accumulated Retirement Index Number (RIN) in accordance with the Instructions in Appendix 1 for the mast and Appendix 2 for the trunnion. If the helicopter model installation history or hours time-in-service (TIS) of the mast or trunnion is unknown, remove the mast or trunnion from service and replace it with an airworthy mast or trunnion. If the mast has been installed on
3 2000-15-52
certain military helicopters (BHTI-manufactured Model HH-1K, TH-1F, TH-1L, UH-1A, UH-1B, UH-1C, UH-1D, UH-1E, UH-1F, UH-1G, UH-1H, UH-1L, UH-1M, UH-1N, and UH-1P; and Southwest Florida Aviation SW204, SW204HP, SW205, or SW205A-1) or restricted category helicopters (Firefly Aviation Helicopter Services (previously Erickson Air Crane Co.); Garlick Helicopters, Inc.; Hawkins and Powers Aviation, Inc.; International Helicopters, Inc.; Tamarack Helicopters, Inc. (previously Ranger Helicopter Services, Inc.); Robinson Air Crane, Inc.; Williams Helicopter Corporation (previously Scott Paper Co.); Smith Helicopters; Southern Helicopter, Inc.; Southwest Florida Aviation; Utah State University; Western International Aviation, Inc.; and U.S. Helicopter, Inc.) and you cannot

verify that hub springs have not been installed, remove the mast from service and replace it with an airworthy mast.

(b) Before further flight, replace any mast, P/N 204-011-450-113 or 119, that has accumulated 240,000 or more RIN with an airworthy mast. Before further flight, replace any mast, P/N 204-011-450-001, -007, or -105, that has accumulated 265,000 or more RIN with an airworthy mast.

(c) Before further flight, replace any trunnion, P/N 204-011-105-103, that has accumulated 240,000 or more RIN with an airworthy trunnion. Before further flight, replace any trunnion, P/N 204-011-105-001, that has accumulated 265,000 or more RIN with an airworthy trunnion.

(d) Before reaching 100,000 RIN, inspect the upper and lower snap ring grooves in the damper clamp splined area of any mast with serial number (S/N) 00000 through 52720, S/N 61433 through 61444, and S/N 61457 through S/N 61465 (regardless of prefix) for:

(1) A minimum radius of 0.020 inches around the entire circumference (see Figures 1 through 3), using a 100x or higher magnification. If any snap ring groove radius is less than 0.020 inches, replace the mast with an airworthy mast prior to exceeding 100,000 RIN.

(2) A burr, using a 200x or higher magnification. If a burr is found in any snap ring groove/spline intersection, replace the mast with an airworthy mast prior to exceeding 170,000 RIN.

(e) Continue to calculate the accumulated RIN for the mast by multiplying all takeoff and external load lifts by the RIN factors defined in columns (D) and (G) of Table 1 of Appendix 1.

(f) Continue to calculate the accumulated RIN for the trunnion by multiplying all takeoff and external load lifts by the RIN factors defined in columns (D) and (G) of Table 1 of Appendix 2.

(g) Before further flight, revise the Airworthiness Limitations section of the maintenance manuals for the masts and trunnions in accordance with Figure 4.

(h) Within 10 days after completing the inspections required by this AD, provide the information contained on the AD inspection report, sample format, contained in Appendix 3 and send it to the Manager, Rotorcraft Certification Office, Federal Aviation Administration, Fort Worth, Texas, 76193-0170, USA.

Reporting requirements have been approved by the Office of Management and Budget and assigned OMB control number 2120-0056.

(i) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Rotorcraft Certification Office, FAA.

Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Rotorcraft Certification Office.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Manager, Rotorcraft Certification Office.

(j) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the helicopter to a location where the requirements of this AD can be accomplished.

(k) Emergency AD 2000-15-52, issued July 25, 2000, becomes effective upon receipt.

FOR FURTHER INFORMATION CONTACT: Jurgen Priester, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Rotorcraft Certification Office, Fort Worth, Texas 76193-0170, telephone (817) 222-5159, fax (817) 222-5783.

Issued in Fort Worth, Texas on July 25, 2000.

Mark R. Schilling, Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

Appendix 1 to AD 2000-15-52
Instructions for Calculating Mast RIN
Definition of Retirement Index Number:

The overall fatigue life of a main rotor mast is a function of the number of cycles of torque, lift, and bending loads applied to it during the various modes of operation. The mast experiences both high cycle fatigue and low cycle fatigue during operation.

The high cycle fatigue life of the mast is a function of high frequency but relatively low level cyclic loads, which are primarily induced by rotor r.p.m. The high cycle fatigue life limit for the mast is defined in terms of hours TIS because rotor r.p.m. is basically a constant value.

The low cycle fatigue life of the mast is a function of the number of less frequent but relatively high level cyclic loads experienced primarily during takeoffs and external load lifts. The low cycle fatigue life limit for the mast is expressed in terms of the accumulated Retirement Index Number (RIN).

The accumulated RIN is defined as the total number of load cycles experienced (since new) by the mast multiplied by a RIN factor to account for the difference in torque levels applied to the same mast when installed in different helicopter models. The level of torque applied to the mast is directly proportional to the transmission output horsepower. The manufacturer’s established mast RIN life limit is based on the measured number of cycles to failure of masts (in laboratory tests) at various levels of constant torque, lift, and bending loads which are representative of the expected operating environment.
Calculation of Retirement Index Number:
There are two methods for calculating the accumulated RIN, depending on the available service history information for the mast. In some cases, one method will be used for a portion of the mast service history, and the other method will be used for another portion of the mast service history. Both methods require knowledge of all the helicopter models in which the mast was installed.

Calculation of RIN when Number of Takeoffs and External Load Lifts is Known
(Reference Table 1):

If the total number of takeoffs and the total number of external load lifts for the mast are known, the accumulated RIN must be calculated by multiplying each takeoff and each external load lift by a RIN factor determined to be appropriate for the torque (horsepower) of the helicopter model in which the mast is installed.

Table 1 of Appendix 1 is a worksheet for calculating the accumulated mast RIN when the number of takeoffs and external load lifts is known.

The RIN factor for each external load lift is twice that specified for each takeoff. This is because two torque events are experienced during a typical external load lift.

Using Table 1, calculate accumulated RIN as follows:
1. Enter the total number of takeoffs for the particular mast model/helicopter model combination in column (C).
2. Multiply the value entered in column (C) by the RIN factor listed in column (D), and enter the result in column (E). This is the total accumulated RIN due to takeoffs.

3. Enter the total number of external load lifts for the particular mast model/helicopter model combination in column (F).
4. Multiply the value entered in column (F) by the RIN factor listed in column (G), and enter the result in column (H). This is the accumulated RIN due to external load lifts.
5. Add the values from column (E) and column (H) and enter the

result in column (I). This is the total accumulated RIN to date for the mast for the particular mast model/helicopter model combination.
6. Add the accumulated RIN subtotals for the various mast model/helicopter combinations in column (I) and enter the result in the space provided. This is the total accumulated RIN for the mast.

Calculation of RIN when Exact Number of Takeoffs and External Load Lifts is Unknown
(Reference Tables 2 and 3):

If either the exact total number of takeoffs or the exact total number of external load lifts for the mast model/helicopter model combination is unknown, then the accumulated RIN must be calculated by multiplying the (unfactored) hours TIS by a RIN conversion factor based on the torque (horsepower) of the helicopter model in which it was installed. The resultant factored hours TIS is then multiplied by a RIN conversion factor retained from AD 98-24-15 to establish a baseline accumulated RIN count. The FAA has determined that the factors used to establish the factored hours in earlier ASB's as well as the RIN conversion factors specified in AD 98-24-15 are inadequate. Consequently, this AD (2000-15-52) requires that the baseline accumulated RIN count be further multiplied by an additional RIN adjustment factor.

Tables 2 and 3 of Appendix 1 are worksheets for calculating the accumulated mast RIN when the exact number of takeoffs and external load lifts is unknown. Using Tables 2 and 3, calculate accumulated mast RIN as follows:
1. Enter the (unfactored) hours TIS for the particular mast model/helicopter model combination in column (C) of Table 2.
2. Using service history for the mast, select the appropriate Frequency of Event Hour Factor from column (E) of Table 2 based on the total number of takeoffs + external load lifts per hour shown in column (D) of Table 2.
3. Multiply the value for (unfactored) hours TIS entered in column (C) by the appropriate value in column (E) for Frequency of Event Hour Factor as determined in step 2 above. Enter the result in column (F) of Table 2. This is the total FACTORED hours TIS for the particular mast model/helicopter model combination.
4. Enter the value for FACTORED hours TIS from column (F) of Table 2 into column (C) of Table 3.
5. Using Table 3, multiply the value for FACTORED hours TIS in column (C) by the appropriate RIN conversion factor listed in column (D), by the appropriate RIN adjustment factor in column (E) of Table 3, and enter the result in column (F) of Table 3. This is the accumulated RIN to date for the particular mast model/helicopter model combination.
6. Add the accumulated RIN subtotals for the various mast model/helicopter model combinations in column (F) of Table 3 and enter the result in the space provided. This is the total accumulated RIN for the mast.

Sample Mast RIN Calculation
Given the following known service history for the mast:
Mast Model -007 was first installed on a BHTI Model 204B helicopter for 1000 hours TIS and experienced an unknown number of takeoffs and external load lifts. The mast was then removed and subsequently installed on a BHTI Model 205A helicopter for 1500 hours TIS. It is known that the helicopter was used primarily for passenger carrying for the first 1000 hours of operation on this model. The exact number of takeoffs and external load lifts is unknown, but it is known that the helicopter averaged less than 20 takeoffs per hour, with no external load lifts. It was subsequently used for heavy lift operation for the remaining 500 hours of operation on this model, averaging between 20 and 44 external load lifts during this period of time. The mast

was then removed and installed on a BHTI Model 212 helicopter for a total of 1500 hours TIS with accurate
records indicating that it experienced 1000 takeoffs and 2000 external load lifts.

Calculate the total accumulated RIN to date since new for the mast as follows:

Accumulated RIN while installed in BHTI Model 204B:

Calculate factored flight hours from Table 2 as follows:
Factored Flight Hours = (unfactored flight hours) x (frequency of event hour factor)
= (column C) x (column E)
= (1000) x (3)
= 3000

Then using Table 3, calculate the accumulated RIN as follows:
= (factored hours TIS) x (RIN conversion factor) x (RIN adjustment factor)
= (column C) x (column D) x (column E)
= (3000 ) x (20) x (1)
= 60,000 RIN

Accumulated RIN while installed in BHTI Model 205A:

Calculate factored flight hours from Table 2 as follows:
Factored Flight Hours = (unfactored flight hours) x (frequency of event hour factor)
(for first 1000 hrs.) = (column C) x (column E)
= (1000) x (1)
= 1000

Factored Flight Hours = (unfactored flight hours) x (frequency of event hour factor)
(for next 500 hrs) = (column C) x (column E)
= (500) x (2)
= 1000


Then using Table 3, calculate the accumulated RIN as follows:
= (factored hours TIS) x (RIN conversion factor) x (RIN adjustment factor)
= (column C) x (column D) x (column E)
= (1000) x (20) x (10) + (1000) x (20) x (10)
= 200,000 + 200,000
= 200,000 + 200,000
= 400,000 RIN

Accumulated RIN while installed in BHTI Model 212:
Calculate the accumulated RIN from Table 1 and the given number of takeoff and lifts as follows:
Accumulated RIN = (number of takeoffs x RIN factor per takeoff) + (number of lifts x RIN Factor per lift)
= (column C) x (Column D) + (Column F) x (Column G)
= (1,000) x (5) + (2,000) x (10)
= 25,000 RIN

Therefore, the total accumulated RIN to date for the mast is the sum of the subtotals from Tables 1 and 3 for
the period of time the mast was installed on the BHTI Model 204B, 205A, and 212 helicopters:

Total accumulated mast RIN = 60,000 + 400,000 + 25,000
= 485,000

Please note that the recalculated total accumulated RIN for this sample mast would have exceeded the 265,000
allowable RIN life. This mast would therefore be removed from service.

The values for the sample problem are shown in bold italics in Tables 1 - 3 for illustration purposes.


Appendix 2 to AD 2000-15-52

Instructions for Calculation of Trunnion RIN

Definition of Retirement Index Number:
The overall fatigue life of a main rotor trunnion is a function of the number of cycles of torque, lift, and bending loads applied to it during the various modes of operation. The trunnion experiences both high cycle fatigue and low cycle fatigue during operation.

The high cycle fatigue life of the trunnion is a function of high frequency but relatively low level cyclic loads, which are primarily induced by rotor r.p.m. The high cycle fatigue life limit for the trunnion is defined in terms of hours TIS because rotor r.p.m. is basically a constant value.

The low cycle fatigue life of the trunnion is a function of the number of less frequent but relatively high level cyclic loads experienced primarily during takeoffs and external load lift operations. The low cycle fatigue life limit for the trunnion is expressed in terms of the accumulated Retirement Index Number (RIN).

The accumulated RIN is defined as the total number of load cycles experienced (since new) by the trunnion multiplied by a RIN factor to account for the difference in torque levels applied to the same trunnion when installed in different helicopter models. The level of torque applied to the trunnion is directly proportional to the transmission output horsepower. The manufacturer’s established trunnion RIN life limit is based on the measured number of cycles to failure of trunnions (in laboratory tests) at various levels of constant torque, lift, and bending loads, which are representative of the expected operating environment.

Calculation of Retirement Index Number:

There are two methods for calculating the accumulated RIN, depending on the available service history information for the trunnion. In some cases, one method will be used for a portion of the trunnion service history, and the other method will be used for another portion of the trunnion service history. Both methods require knowledge of all the helicopter models in which the trunnion was installed.

Calculation of RIN when Number of Takeoffs and External Load Lifts is Known Reference Table 1):

If the total number of takeoffs and the total number of external load lifts for the trunnion are known, the accumulated RIN must be calculated by multiplying each takeoff and each external load lift by a RIN factor determined to be appropriate for the torque (horsepower) of the helicopter model in which the trunnion is installed.

Table 1 of Appendix 2 is a worksheet for calculating the accumulated trunnion RIN when the number of takeoffs and external load lifts is known.

The RIN factor for each external load lift is twice that specified for each takeoff. This is because two torque events are experienced during a typical external load lift.

Using Table 1, calculate accumulated RIN as follows:

1. Enter the total number of takeoffs for the particular trunnion model/helicopter model combination in column (C).
2. Multiply the value entered in column (C) by the RIN factor listed in column (D), and enter the result in column (E). This is the total accumulated RIN due to takeoffs.
3. Enter the total number of external load lifts for the particular trunnion model/helicopter model combination in column (F).



4. Multiply the value entered in column (F) by the RIN factor listed in column (G), and enter the result in column (H). This is the accumulated RIN due to external load lifts.
5. Add the values from column (E) and column (H) and enter the

result in column (I). This is the total
accumulated RIN to date for the trunnion for the particular trunnion
model/helicopter model combination.
6. Add the accumulated RIN subtotals for the various trunnion
model/helicopter combinations in column (I)
and enter the result in the space provided. This is the total
accumulated RIN for the trunnion.

Calculation of RIN when Exact Number of Takeoffs and External
Load Lifts is Unknown (Reference
Tables 2 and 3):

If either the exact total number of takeoffs or the exact total number of
external load lifts for the trunnion
model/helicopter model combination is unknown, then the
accumulated RIN must be calculated by multiplying
the (unfactored) hours TIS by a RIN conversion factor based on the
torque (horsepower) of the helicopter
model in which it was installed. The resultant factored hours TIS is
then multiplied by a RIN conversion
factor retained from AD 98-24-15 to establish a baseline accumulated
RIN count. The FAA has determined
that the factors used to establish the factored hours in earlier ASB’s as
well as the RIN conversion factors
specified in AD 98-24-15 are inadequate. Consequently, this AD
(2000-15-52) requires that the baseline
accumulated RIN count be further multiplied by an additional RIN
adjustment factor.

Tables 2 and 3 of Appendix 2 are worksheets for calculating the
accumulated trunnion RIN when the exact
number of takeoffs and external load lifts is unknown. Using Tables 2
and 3, calculate accumulated trunnion
RIN as follows:

1. Enter the (unfactored) hours TIS for the particular trunnion
model/helicopter model combination in
column (C) of Table 2.
2. Using service history for the trunnion, select the appropriate
Frequency of Event Hour Factor from
column (E) of Table 2 based on the total number of takeoffs + external
load lifts per hour shown in
column (D) of Table 2.
3. Multiply the value for (unfactored) hours TIS entered in column (C)
by the appropriate value in column
(E) for Frequency of Event Hour Factor as determined in step 2 above.
Enter the result in column (F) of
Table 2. This is the total FACTORED hours TIS for the particular
trunnion model/helicopter model
combination.
4. Enter the value for FACTORED hours TIS from column (F) of
Table 2 into column (C) of Table 3.
5. Using Table 3, multiply the value for FACTORED hours TIS in
column (C) by the appropriate RIN
conversion factor listed in column (D), by the appropriate RIN
adjustment factor in column (E) of
Table 3, and enter the result in column (F) of Table 3. This is the
accumulated RIN to date for the
particular trunnion model / helicopter model combination.
6. Add the accumulated RIN subtotals for the various trunnion model /
helicopter model combinations in
column (F) of Table 3 and enter the result in the space provided. This
is the total accumulated RIN for
the trunnion.


Sample Trunnion RIN Calculation

Given the following known service history for the trunnion:

Trunnion Model -001 was first installed on a BHTI Model 204B
helicopter for 1000 hours TIS, and
experienced an unknown number of takeoffs and external load lifts.
The trunnion was then removed and
subsequently installed on a BHTI Model 205A helicopter for 1500
hours TIS. It is known that the helicopter
was used primarily for passenger carrying for the first 1000 hours of
operation on this model. The exact
number of takeoffs and external load lifts is unknown, but it is known

that the helicopter averaged less than 20
takeoffs per hour, with no external load lifts. It was subsequently used
for heavy lift operation for the
remaining 500 hours of operation on this model, averaging between
20 and 44 external load lifts during this
period of time. The trunnion was then removed and installed on a
model 212 helicopter for a total of 1500
hours TIS with accurate records indicating that it experienced 1000
takeoffs and 2000 external load lifts.

Calculate the total accumulated RIN to date since new for the trunnion
as follows:

Accumulated RIN while installed in BHTI Model 204B:

Calculate factored flight hours from Table 2 as follows:
Factored Flight Hours = (unfactored flight hours) x (frequency of
event hour factor)
= (column C) x (column E)
= (1000) x (3)
= 3000

Then using Table 3, calculate the accumulated RIN as follows:
= (factored hours TIS) x (RIN conversion factor) x (RIN adjustment
factor)
= (column C) x (column D) x (column E)
= (3000 ) x (20) x (1)
= 60,000 RIN

Accumulated RIN while installed in BHTI Model 205A:

Calculate factored flight hours from Table 2 as follows:

Factored Flight Hours = (unfactored flight hours) x (frequency of
event hour factor)
(for first 1000 hrs) = (column C) x (column E)
= (1000) x (1)
= 1000
Factored Flight Hours = (unfactored flight hours) x (frequency of
event hour factor)
(for next 500 hrs) = (column C) x (column E)
= (500) x (2)
= 1000


Then using Table 3, calculate the accumulated RIN as follows:
= (factored hours TIS) x (RIN conversion factor) x (RIN adjustment
factor)
= (column C) x (column D) x (column E)
= (1000 ) x (20) x (10) + (1000) x (20) x (10)
= 200,000 + 200,000
= 200,000 + 200,000
= 400,000 RIN

Accumulated RIN while installed in BHTI Model 212:

Calculate the accumulated RIN from Table 1 and the given number of
takeoff and lifts as follows:

Accumulated RIN = (number of takeoffs x RIN factor per takeoff) +
(number of lifts x RIN Factor per lift)
= (column C) x (Column D) + (Column F) x (Column G)
= (1,000) x (5) + (2,000) x (10)
= 25,000 RIN

Therefore, the total accumulated RIN to date for the trunnion is the
sum of the subtotals for the period of time the
trunnion was installed on the BHTI Model 204B, 205A, and 212
helicopters:

Total accumulated trunnion RIN = 60,000 + 400,000 + 25,000
= 485,000

Please note that the recalculated total accumulated RIN for this sample
trunnion would have exceeded the 265,000
allowable RIN life. This trunnion would therefore be removed from
service.

The values for the sample problem are shown in bold italics in Tables

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1-3 for illustration purposes.
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> Il Certificato di Navigabilita' dell'aeromobile sulle cui strutture od impianti deve essere applicata la Prescrizione di Aeronavigabilita' in oggetto, scade di validita' qualora essa non venga attuata nei termini prefissati.
> La effettuazione della Prescrizione di Aeronavigabilita' deve essere annotata, a cura dell'Esercente, sui libretti dell'aeromobile, del motore o dell'elica.