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**Subject:** AMOC to 2018-02-07 and 2018-02-07 For Amended HTC Main rotor blade STC  
**Date:** Wednesday, September 9, 2020 4:09:16 PM  
**Attachments:** [image002.wmz](#)  
[image003.wmz](#)

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September 9, 2020

In reply, refer to: 790-20-12030

Helicopter Technology Company (HTC)  
Mr. Gary Burdorf  
12902 South Broadway  
Los Angeles, California 90061

References:

- (1) HTC Application Letter, dated June 30, 2020
- (2) Helicopter Technology Company Service Notice 204-2100-2, dated 29, June 2020 or Later FAA Approved Revision
- (3) FAA Letter 790-20-4937, dated April 17, 2020

Dear Mr. Burdorf:

Subject: Approval of Alternative Method of Compliance (AMOC) to Airworthiness Directive (AD) 2018-02-07 and 2018-02-08 for Bell models 204B, 205A, and 205A-1, and Restricted Category Models UH-1B, UH-1F, TH-1F, UH-1H, UH-1P

The Federal Aviation Administration (FAA) has received the reference (1) letter requesting approval of the repair instructions in reference (2) as an AMOC to the requirements of AD's 2018-02-07 and 2018-02-08. These AD's require inspections and corrective actions of Main Rotor (M/R) blades. The AD's are prompted by a report of an M/R blade with a fatigue crack in the grip plate and doublers at the blade retention bolt hole.

The HTC 204P2100-101 main rotor blade experienced in-service delamination of the steel wear plate to the aluminum doubler at the blade grip and has AD's 2018-02-07 and 2018-02-08 mandated inspections. STC SR02492LA was amended to replace this two-piece doubler and wear plate with a monolithic titanium part. The amended design eliminates the failure mode at the bondline. As the result of amended STC, 204P2100-103 main rotor blade part number was created and FAA issued reference (3) design approval letter

Reference (2) provides instructions to alter HTC 204P2100-101 M/R blade to 204P2100-103 M/R blade that eliminates the inspection requirements of AD's 2018-02-07 and 2018-02-08.

We have reviewed your reference (1) request and find that reference (2) accompanying FAA Form 8110-3 provides an acceptable level of safety with regards to the requirements of AD's 2018-02-07 and 2018-02-08.

We have completed our review and approve the reference (2) modification as an AMOC to the requirements mandated by AD's 2018-02-07 paragraph (e) and 2018-02-08 paragraph (e). This AMOC terminates the ongoing inspection requirements of AD's 2018-02-07 paragraph (e) and 2018-02-08 paragraph (e).

This email is issued pursuant to the authority of the Manager of the Los Angeles ACO Branch referenced in paragraph (h) of AD's 2018-02-07 and 2018-02-08. You will not receive a hard copy AMOC approval in the U.S. mail, this e-mail is your approval.

The following limitations apply to this AMOC:

1. All provisions of AD's 2018-02-07 and 2018-02-08 not specifically referenced above remain fully applicable and must be complied with accordingly.

2. This approval is applicable to Bell models 204B, 205A, and 205A-1, and restricted category models UH-1B, UH-1F, TH-1F, UH-1H, UH-1P with Helicopter Technology Company main rotor blade part number 204P2100-101 installed.
3. This FAA AMOC is transferable with the aircraft to an operator who operates the aircraft under U.S. registry.
4. 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.
  - The preceding paragraph also applies to any applicable foreign-registered aircraft upon transfer of the aircraft to the U.S. registry if compliance with the AMOC has not been accomplished.
5. This AMOC only applies to the FAA AD listed above. The FAA does not have the authority to approve this as an AMOC to any AD issued by another civil aviation authority (CAA). Approval of an AMOC to another CAA's AD must come from that CAA. A copy of this response will be forwarded to the CAA where this aircraft is registered for their consideration.

Should you have any questions please contact Mr. Payman Soltani at (562) 627-5313 or via email at [payman.soltani@faa.gov](mailto:payman.soltani@faa.gov).

Sincerely,

Maureen Moreland  
Aviation Safety  
Compliance and Airworthiness Division  
Manager, Airframe Section, AIR 792  
Los Angeles ACO Branch

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AEG not cc'd since AEG not required.