



Airbus Helicopters, Inc.  
Technical Support  
2701 Forum Drive  
Grand Prairie, TX 75052

May 22, 2014

Subject: **GLOBAL AMOC UPDATE for AD 2000-13-08**  
Attachments: Global AMOC Dated April 21, 2005  
Global AMOC Dated May 21, 2014 Current

To all EC135 Operators,

AD 2000-13-08 has a previous AMOC in place dated April 21, 2005 allowing operators to perform the tail rotor drive shaft inspection with EC135 MSM Rev 4 dated November 1, 2004 at 400 hour intervals in lieu of the recurring 50-hour inspection requirement in paragraph (c) of the AD. That AMOC is still valid.

The latest MSM revision is 16 and has extended the intermediate inspection from 400 hours to 500 hours that includes performing the inspection requirements of the tail rotor drive shaft.

The FAA has granted the attached AMOC as of May 21, 2014 allowing the use of the current MSM to comply with this inspection requirement specified in AD 2000-13-08.

If you have any questions, please do not hesitate to call Customer Support at Airbus Helicopters, Inc. Grand Prairie, Tx.

Best Regards,

A handwritten signature in black ink, appearing to read "Mark Jones", written over a horizontal line.

Mark Jones  
Director, Technical Support  
Airbus Helicopters, Inc.  
WK PH 972-641-5204  
FAX 972-641-3710  
Email: [mark.jones@eurocoptersusa.com](mailto:mark.jones@eurocoptersusa.com)  
[www.eurocoptersusa.com](http://www.eurocoptersusa.com)



US Department  
of Transportation  
**Federal Aviation  
Administration**

Southwest Region  
Arkansas, Louisiana,  
New Mexico, Oklahoma,  
Texas

Fort Worth, Texas 76137

May 21, 2014

Mr. Mark Jones  
Director, Technical Support  
American Eurocopter Corp.  
2701 Forum Dr. Grand Prairie,  
Texas 75052

Dear Mr. Jones,

We received your proposal for a revision to a previously issued Global Alternate Method of Compliance (AMOC) to Airworthiness Directive (AD) 2000-13-08 paragraph (c) dated July 3, 2013.

The previous AMOC dated April 21, 2005 allows operators to perform the tail rotor drive shaft inspection in accordance with the EC 135MSM Revision 4 dated November 1, 2004 at 400-hour intervals in lieu of the recurring 50-hour inspection requirement in paragraph (c) of the AD. That AMOC is still valid.

Since the issuance of the AD and the previous AMOC, Airbus Helicopters increased the periodic inspection interval from 400 Time in Service (TIS) up to 500 TIS. There have been no reported failures of the tail rotor drive shaft since incorporating the modifications required in paragraphs (a) and (b) of the AD. Increasing the inspection interval requirements listed in the ASB provides an acceptable level of safety.

The FAA approves your revised AMOC request to AD 2000-13-08 paragraph (c) to increase the inspection interval from 400-hours TIS to 500-hours TIS in accordance with the EC 135 Master Service Manual Revision 16, dated March 1, 2014.

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 2000-13-08 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](mailto:matthew.fuller@faa.gov).

Thank you,

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

Cc: Fort Worth FSDO, Fort Worth AEG