



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

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

Fort Worth, Texas 76177

May 4, 2018

Mike May  
Technical Representative  
Airbus Helicopters, Inc.  
2701 N. Forum Drive  
Grand Prairie, TX 75052

Dear Mr. May,

We are amending the Global Alternative Method of Compliance (AMOC) to Airworthiness Directive (AD) 2001-26-55 to correct a couple of typographical errors. The AMOC dated November 17, 2017 is superseded by the below.

The Federal Aviation Administration received your proposal, undated, for a revision to a previous Global AMOC to Airworthiness Directive (AD) 2001-26-55. This AD applies to Airbus Helicopters, Inc. model AS350B, AS350B1, AS350B2, AS350BA, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, and AS355N helicopters, certificated in any category.

Paragraph (a), (c), and (d) in the AD require visual inspections for a crack in the trailing edge tab area of each tail rotor blade (blade) skin. The trailing edge tab area is riveted and bonded, and cracks may appear at the rivets or ends of the tab attachments. Paragraph (e) requires replacing the blade with an airworthy blade before further flight, if a crack is found in the blade skin.

In addition to the previously approved global AMOC eliminating the inspections for blade P/N's 355A12-0060-00, 355A12-0060-01, and 355A12-0060-02, Airbus Helicopters, Inc. has requested that the AMOC be revised to also include part numbers 355A12-0040-14, 355A12-0041-14, 355A12-0050-10, 355A12-0050-12, 355A12-0050-14, 355A12-0051-10, 355A12-0051-12, 355A12-0051-14, and 355A12-0060-04, as these part number tail rotor blades have the extended chord manufactured as part of the blade and do not have a piece riveted and bonded.

The Rotorcraft Standards Branch approves your AMOC request to AD 2001-26-55 to revise your existing AMOC to eliminate inspections required by AD 2001-26-55 for the blade part numbers listed above, and is considered terminating action for AD 2001-26-55.

This AMOC is transferable with the aircraft to an operator who operates the aircraft under US 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 2001-26-55 that are not specifically referenced above remain fully applicable and must be complied with accordingly.

The Rotorcraft Standards Branch will revoke this AMOC if the Rotorcraft Standards Branch later determines that this AMOC does not provide an acceptable level of safety.

If we can be of further assistance, please contact Mr. Scott Franke at (817) 222-5178.

Thank you,

A handwritten signature in blue ink, appearing to read "Stephen Barbini".

Stephen Barbini  
Manager, Safety Management Section, AIR-682 Policy & Innovation Division  
Aircraft Certification Service

Cc: ASW-FTW-AEG-25