



American Eurocopter Corp.
Technical Support
2701 Forum Drive
Grand Prairie, TX 75052

January 30, 2014

Subject: Global AMOC for AD 2013-21-06

Attachments: AD 2013-21-06 dated December 27, 2013

AMOC for AD 2013-21-06 dated January 31, 2014

EASB MBB BK117 C-2-85A-024 Rev 1 dated June 23, 2010

To all EC135 and EC145 Operators,

On Friday December 27, 2013, AD 2013-21-06 was issued for the Eurocopter Helicopter EC135 and EC145 covering all models.

In Paragraph (e) **Required Actions (1)** Before further flight, and thereafter before the first flight of each day until you have performed the inspection required by paragraph (e) (2) of the AD, clean the hoist and visually check for a crack paying particular attention to the areas that are circled as depicted in Figure 1 to paragraph (e) of this AD.

The FAA has granted the attached AMOC dated January 29, 2014 to use EASB MBB BK117 C-2-85A-024 Rev 1, containing Goodrich SB 44307-500-03 Rev 2. This Goodrich SB contains a Table 1 chart to identify affected hoist boom by serial numbers.

The letter is to bring to our customer's attention that this inspection covering both models is dependent upon the Table 1 chart in the Goodrich Service Bulletin, 44307-500-03 Rev 2.

Best Regards,

Mark Jones
Director, Technical Support
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U.S. Department
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**Federal Aviation
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Fort Worth, Texas 76137

January 29, 2014

Mr. Mark Jones
Director, Technical Support
American Eurocopter
2701 Forum Drive
Grand Prairie, TX 75052-7099

Dear Mr. Jones:

American Eurocopter submitted a proposal on January 28, 2014 for a Global Alternate Method of Compliance (AMOC) for AD 2013-21-06.

The AD applies to Eurocopter Deutschland GmbH (Eurocopter) Model EC135 P1, EC135 P2, EC135 P2+, EC135 T1, EC135 T2, and EC135 T2+ helicopters with a Goodrich Corporation (Goodrich) external mounted hoist system (hoist) with boom support assembly (boom) Part Number (P/N) 44301-500, 44307-500, or 44307-500-1 installed, and Model MBB-BK 117 C-2 helicopters with a Goodrich hoist with boom P/N 44307-500 installed, certificated in any category. The AD implies that all serial number boom support assemblies are required to be inspected. The AMOC requests that operators use the table provided in Goodrich Service Bulletin 44307-500-03, which lists serial numbers of boom support assemblies to be inspected.

Upon review of the proposed AMOC, the FAA concurs. This AMOC is FAA approved. Please feel free to share this AMOC with your customers for their use in their operations.

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 2013-21-06 that are not specifically reference above remain fully applicable and must be complied with accordingly.

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

If you have questions, please contact Mr. Matt Wilbanks at 817-222-5051.

Sincerely,


James A. Grigg
Manager, Safety Management Group
Rotorcraft Directorate