



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

May 4, 2015

Subject: Global AMOC for AD 2014-16-24

Attachments: AD 2014-16-24 dated September 25, 2014

AMOC for AD 2014-16-24 dated May 4, 2015

Alert Service Bulletin EC135-62-029 Rev 8 dated April 22, 2015

To all EC135 Operators,

On September 25, 2014, AD 2014-16-24 was issued for the Eurocopter Helicopter EC135 covering the P1, P2, P2+, T1, T2, and T2+ models.

In Paragraph (f) **Required Actions (1)** Before further flight, and thereafter at intervals not to exceed 6 hours, time-in-service (TIS), check the MRH shaft lower flange and the visible area of the MRH shaft upper flange for a crack. Figures 1 and 2 to Paragraph (f)(1) of this AD are examples of cracks that have been discovered in the MRH shaft lower flange. The actions required by this paragraph may be performed by the owner/operator (pilot) holding at least a private pilot certificate, and must be entered into the aircraft records showing compliance with this AD.

The FAA has granted the attached AMOC as of May 4, 2015 to eliminate this requirement by the **owner/operator (pilot)** as the preflight check of the lower flange has been incorporated in the current flight manual for the P1, P2, P2+, T1, T2, and T2+ models.

The letter is to bring to our customer's attention that this requirement has been canceled with the attached AMOC.

Best Regards,

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

Mark Jones
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May 4, 2015

Mr. Mark Jones
Director, Technical Support
Airbus Helicopters Inc.
2701 Forum Drive
Grand Prairie, TX 75052

Dear Mr. Jones:

The Federal Aviation Administration (FAA) received your letter dated April 27, 2015, requesting FAA approval of an Alternate Method of Compliance (AMOC) to paragraph (f)(1) of AD 2014-16-24 on behalf of all operators of EC135 model helicopters.

Background information: AD 2014-16-24 superseded AD 2012-10-53 and referenced the following Alert Service Bulletin (ASB) issued by Eurocopter Deutschland GmbH: ASB EC 135-62A-029, Rev 8, dated April 22, 2015. This ASB required inspection of the main rotor hub (upper and lower flange) for cracks.

Your letter states that the preflight check of the blade attachment area of the main rotor mast (upper and Lower) has been incorporated into the EC135 Flight Manual.

Your proposal provides an acceptable level of safety. The Rotorcraft Directorate Safety Management Group approves your AMOC proposal to (f)(1) of AD 2014-16-24.

In accordance with FAA Order 8110.103, the following conditions apply:

This approval is applicable only to EC135P1, EC135P2, EC135P2+, EC135T1, EC135T2, and EC135T2+ series helicopters with shaft, part number (P/N) L623M1006101, L623M1206101, L623M1006102, L623M1206102, L623M1006103, or L623M1206103 installed.

This FAA AMOC is transferable with the aircraft to an operator who operates the aircraft under U.S. registry.

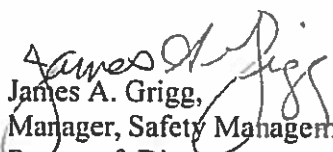
Before using this AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

All provisions of AD 2014-16-24 that are not specifically referenced 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.

For further questions regarding this AMOC, please contact Matthew Fuller at 817-222-5161, fax 817-222-5961, or e-mail Matthew.Fuller@FAA.Gov.

Sincerely,


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

cc: Fort Worth FSDO, Fort Worth AEG