



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

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

Fort Worth, Texas 76177

June 19, 2020

Mr. Dave Vogel  
Sr. Technical Representative  
Airbus Helicopters  
2701 Forum Dr.  
Grand Prairie, TX 75052

Dear Mr. Vogel,

This Alternate Means of Compliance (AMOC) supersedes the previous AMOC dated April 26, 2017 for Airworthiness Directive (AD) 2017-03-01. There was a typo in the two approval paragraphs. The original paragraphs stated,

“The FAA approves your AMOC to AD 2017-03-01 paragraph (f)(1)(E) to revise the compliance times from 800 hours TIS to 1100 hours TIS or 36 months, whichever occurs first) for the EC-135 model helicopter (for the specific models listed above).

The FAA approves your AMOC to AD 2017-03-01 paragraph (f)(2)(E) to revise the compliance times from 600 hours TIS to 880 hours TIS or 36 months, whichever occurs first) for the MBB BK117C2 model helicopter (for the specific models listed above).”

The AD paragraphs referred to should be (f)(1)(i)(E) and (f)(2)(i)(E), respectively. It has been corrected in the following.

We received your proposal dated March 1, 2017 for an (AMOC) to (AD) 2017-03-01 paragraph (f), which is applicable to the following models:

(1) Airbus Helicopter Deutschland GmbH (AHD) Model EC135 P1, P2, P2+, T1, T2, and T2+ helicopters, serial number (S/N) 0005 through 00829, with a tail rotor control lever, part number (P/N) L672M2802205 or L672M1012212; cyclic control lever, P/N L671M1005250; collective control lever assembly, P/N L671M2020108; or collective control plate, P/N L671M5040207; installed; and

(2) Model MBB-BK 117 C-2 helicopters, S/N 9004 through 9310, with a tail rotor control lever assembly, P/N B672M1007101 or B672M1807101; tail rotor control lever, P/N B672M1002202 or L672M2802205; or lateral control lever assembly, P/N B670M1008101, installed.

The following Alert Service Bulletins (ASB) were issued by AHD with respect to the tail rotor control lever, cyclic control lever and collective control lever.

ASB EC135-67A-019 Rev 3 was released on December 16, 2009 to inspect the tail rotor, cyclic and collective controls.

ASB MBB BK117 C-2-67A-010 Rev 3 was released on February 08, 2010 to Inspect the tail rotor-and lateral control

We evaluated the inspection requirements on the EC-135 for the tail rotor, cyclic and collective controls. The intent of ASB EC135-67A-019 Rev 3 was to perform the bearing inspection during the periodic inspection. Since the periodic inspection increased to 1100 hours TIS it is a reasonable assumption that the inspection of the bearing can also be increased to 1100 TIS to correspond with the periodic inspection. The increase in inspection time is supported by evidence of no reported failed bearings after compliance with the ASB. Increasing the inspection interval requirements listed in the ASB provides an acceptable level of safety. The original first inspection is unchanged at 50 hours TIS and with the reoccurring inspection increased to 1100 hours TIS after the first inspection and every 1100 hours TIS thereafter.

We evaluated the inspection requirements on the MBB BK117 C-2 for the tail rotor and lateral controls. The intent of ASB MBB BK117 C-2-67A-010 Rev 3 was to perform the bearing inspection during the periodic inspection. Since the periodic inspection increased to 880 hours TIS it is a reasonable assumption that the inspection of the bearing can also be increased to 880 TIS to correspond with the periodic inspection. The increase in inspection time is supported by evidence of no reported failed bearings after compliance with the ASB. Increasing the inspection interval requirements listed in the ASB provides an acceptable level of safety. The original first inspection is unchanged at 50 hours TIS and with the reoccurring inspection increased to 880 hours TIS after the first inspection and every 880 hours TIS thereafter.

The FAA approves your AMOC to (AD) 2017-03-01 paragraph (f)(1)(i)(E) to revise the compliance times from 800 hours TIS to 1100 hours TIS or 39 months, whichever occurs first for the EC-135 model helicopter (for the specific models listed above).

The FAA approves your AMOC to AD 2017-03-01 paragraph (f)(2)(i)(E) to revise the compliance times from 600 hours TIS to 880 hours TIS or 39 months, whichever occurs first for the MBB BK117C2 model helicopter (for the specific models listed above).

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 2017-03-01 that are not specifically referenced above remain fully applicable and must be complied with accordingly.

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 these aircraft are registered for their consideration.

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,

Jorge Castillo  
Manager, Rotorcraft Standards Branch  
Policy and Innovation Division  
Aircraft Certification Service

Cc: Fort Worth FSDO, Fort Worth AEG