



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

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

Fort Worth, Texas 76177

August 2, 2018

Mr. Mike May
Senior Technical Representative
Technical Support Group
Airbus Helicopters
2701 Forum Drive
Grand Prairie, TX 75052-7099

Dear Mr. May,

We received your request for a global Alternate Means of Compliance (AMOC) for Airworthiness Directive (AD) 2018-15-02, paragraph (e) (2). This paragraph of the AD requires an inspection of the tail rotor pitch change rod elastomeric bearing to be performed by an airframe mechanic every 10 hours time-in-service. You propose to allow a pilot to conduct these repetitive visual checks of both faces of the blade side of the ball joint elastomer.

Airbus Helicopters (AH) requests that during an inspection as required by the AD, an airframe mechanic mark both front and back of the elastomeric rod circumference with red paint in 30-degree increments. For the repetitive inspections after this, a properly trained pilot will perform a visual check of the tail rotor pitch change rod elastomeric bearing as follows. If there is a crack, de-bonding or extrusion within two lines or less of the circumference, the pilot may sign off AD 2018-15-02. If there is a crack, de-bonding or extrusion more than two lines of the circumference, a mechanic will need to make the determination of airworthiness in accordance with the AD.

The AH proposed AMOC for FAA AD 2018-15-02, Paragraph (e) (2), is FAA approved for the AH model AS350B, AS350B1, AS350B2, AS350B3, AS350BA, AS355E, AS355F, AS355F1, AS355F2, AS355N and AS355NP helicopters, certificated in any category, with a tail rotor (TR) pitch change rod with an elastomeric ball joint installed. Please share this information for any of your customers for their use.

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 2018-15-02 that are not specifically referenced above remain fully applicable and must be complied with accordingly.

If you have questions, please contact Mr. David Hatfield at 817-222-5116 or email david.hatfield@faa.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Stephen Barbini". The signature is fluid and cursive, with a prominent initial "S" and a long, sweeping underline.

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