



AIR-731-23-26212

June 9, 2023

Mr. James Morphew
Technical Representative EC135/145
Airbus Helicopters Inc.
2701 Forum Drive
Grand Prairie, TX 75052-7099

Subject: Alternative Method of Compliance (AMOC) to Airworthiness Directive
(AD) 2021-10-21, Paragraph (g)(2): Swashplate Inspection

Dear Mr. Morphew:

The Federal Aviation Administration (FAA) reviewed your email letter dated March 3, 2023, which proposes an AMOC to Paragraph (g)(2) of AD 2021-10-21 for Airbus Helicopter models BO-105C, BO-105D, BO-105S, BO-105LS A-3; MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2, MBB-BK 117 C-1, MBB-BK 117 C-2, and MBB-BK 117 D-2, all serial numbers after implementation of Airbus Alert Service Bulletin ASB BO105-40A-107, ASB B0105 LS-40A-12, ASB MBB-BK117-40A-115, ASB MBB-BK117 C-2-62A-007, and ASB MBB-BK117 D-2-62A-003 as applicable.

Your letter requests relief from the compliance time of the 400-hour repetitive time-in-service inspection interval of the swashplate as mandated in the referenced AD, since this 400-hour repetitive inspection is now incorporated into the maintenance manual of the applicable helicopter models. In addition, your letter requests approval for a +/- 40 flight-hour tolerance for the referenced 400-hour repetitive inspection.

The FAA International Validation Branch denies your AMOC proposal to AD 2021-10-21, Paragraph (g)(2). Inspection intervals called out in an aircraft maintenance manual for U.S. operators are not enforceable and as such, do not provide an acceptable level of safety to the referenced AD requirement. However, your request to include a +/- 40 flight-hour tolerance to the 400-hour repetitive inspection is approved. This approval is based on the similar tolerance authorized in EASA AD No. 2016-0142R1, dated April 12, 2018. This AD specifies *“A tolerance of 10% may be applied to the compliance times specified in this (EASA) AD to allow synchronization of the required inspections with other maintenance tasks for which a non-cumulative tolerance is already granted in the applicable AMM.”* The FAA does not utilize percentages to identify maintenance interval tolerances and as such, is approving your request as a flight-hour allowance.

In accordance with FAA Order 8110.103B, the following limitations and conditions apply to this AMOC:

The approved +/- 40 flight-hour tolerance to the repetitive 400 flight-hour inspection of the swashplate is non-cumulative; any remaining time from the tolerance interval shall not be applied to the follow-on repetitive inspections.

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

Before using this AMOC approval, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local Flight Standards District Office / Certificate Holding District Office.

The preceding paragraph also applies to any applicable foreign-registered aircraft upon transfer of the aircraft to the U.S. registry if compliance with this approval has not been accomplished.

All provisions of AD 2021-10-21 that are not specifically referenced above remain fully applicable and must be complied with accordingly.

The FAA's International Validation Branch will revoke this AMOC approval if it later determines that this approval does not provide an acceptable level of safety.

This Global AMOC only applies to the FAA AD listed above. The FAA does not have the authority to approve this as a Global AMOC to any AD issued by another civil aviation authority (CAA). Approval of a Global AMOC to another CAA's AD must come from that CAA.

If you have any questions or need additional information, please contact this office or Gregory Davison via electronic mail: Gregory.Davison@faa.gov.

Sincerely,

for
Anthony Gallo
Manager, International Validation Branch
Compliance & Airworthiness Division
Aircraft Certification Service

cc.