



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

Aviation Safety

1701 Columbia Avenue  
College Park, Georgia 30337

AIR-730-22-036

January 21, 2022

Mr. Mike Mattler  
Technical Representative  
Airbus Helicopters Inc.  
2701 Forum Drive  
Grand Prairie, TX 75052-7099

**Subject: Request to Amend Existing Global AMOC Approval to Include Service Bulletins Applicable to the Airbus EC135 P3 and T3 Models Equipped with Helionix for Serial Numbers 2001 and Up.**

Original Request from Mr. Dave Vogel dated July 27, 2021: Global AMOC Request to Airworthiness Directive (AD) 2021-11-17, Paragraphs (h)(2): performing corrective actions in accordance with FAA-approved procedures; and (h)(3): removing the affected part from service as an alternative method.

Dear Mr. Mattler:

The Federal Aviation Administration (FAA) received your email dated November 3, 2021 proposing an amendment to the existing global alternative method of compliance (AMOC) issued to Mr. Dave Vogel, Sr. Technical Representative, Airbus Helicopters, dated August 24, 2021. The purpose of your amendment request is to include affected Airbus EC135 P3 and T3 models equipped with Helionix whose service bulletins were omitted from the original AMOC approval.

The AMOC applies to Paragraphs (h)(2) and (h)(3) of AD 2021-11-17. For compliance to Paragraph (h)(2), your letter requests approval to utilize Airbus Helicopters' Repair Design Approval Sheet, Ref No. CONT 001/2019, Issue A, as the approved instructions for replacement of the affected nuts, i.e., the damage or finding as referenced in Paragraph (3), Corrective Action, of EASA AD 2018-0284, Issued December 20, 2018; which FAA AD 2021-11-17 references as the compliance requirements.

For compliance to Paragraph (h)(3), your letter request to not only remove the affected part (damaged nut) from service but to replace the damaged nut with a serviceable part as identified in Paragraph (4) of EASA AD 2018-0284, and in accordance with the instructions of the applicable Aircraft Maintenance Manual.

The FAA International Validation Branch approves your AMOC proposal to Paragraphs (h)(2) and (h)(3) of AD 2021-11-17. The following constitutes our basis of approval:

- Airbus has identified the approved repair instructions as the above referenced Repair Design Approval Sheet, Ref No. CONT 001/2019, Issue A and that consent of this document has approval under EASA's Design Organisation Approval ID #700, issued to Airbus' France division.
- Proper implementation of the Repair Design Approval Sheet, Ref No. CONT 001/2019, Issue A will only be assigned to trained personnel for the inspection and replacement of the damaged nuts on the main piston of the subject Main Rotor Actuator having Part Number (P/N) L673M20A1005, P/N L673M30A2011, or P/N E673M30A2001.
- After replacement of the discrepant nut(s), repetitive inspections and follow-on replacements shall be performed per:
  - o Airbus Alert Service Bulletin No. ASB EC135-67A-042, Revision 0, dated 2020-07-07, or later approved revisions (applicable to non-Helionix versions)
  - o Airbus Service Bulletin EC135H-067A-014, Revision 0, dated 2020-07-07, or later approved revisions (applicable to Helionix versions)

This AMOC approval applies to Airbus Helicopters Deutschland GmbH Model EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, and EC135T3 helicopters certificated in any category, with any of the following part numbers

- Main Rotor Actuator Part Number (P/N) L673M20A1005, P/N L673M30A2011, or P/N E673M30A2001.

Should a new entity assume operations and/or ownership, this repair approval is not transferable.

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 repair approval has not been accomplished.

All provisions of AD 2021-11-17 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 repair approval does not provide an acceptable level of safety.

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

Sincerely,

Serge Napoleon  
Manager, General Aviation & Rotorcraft Section (AIR-732)  
International Validation Branch  
Compliance and Airworthiness Division  
Aircraft Certification Service

cc: