



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

Aviation Safety

1600 Stewart Avenue  
4<sup>th</sup> Floor, Suite 410  
Westbury, NY 11590

February 18, 2022

In reply refer to: AIR 730-22-52

Mr. Mike May  
Senior Technical Representative AS350/355/EC130/120  
Airbus Helicopters Inc.  
2701 Forum Drive  
Grand Prairie, TX 75052-7099

Subject: Approval of Global Alternative Method of Compliance (AMOC) to  
Airworthiness Directive (AD) 2022-01-01

Reference: (1) Airbus Helicopters Global AMOC request letter dated February 2, 2022

Dear Mr. May:

The Federal Aviation Administration (FAA) has received your letter reference (1) requesting a Global AMOC for the following items:

- (1) To allow pilots to perform the 10 hour repetitive visual check of the pitch rod to pitch horn attachment slippage marks. If any slippage is noted then the aircraft must be inspected by a certified mechanic.
- (2) Paragraph (h)(6) For Model AS350 helicopters: Calls for replacing the pitch rod if any dent, impact, scratch or corrosion is found. We would like to specifically allow “scratch or impact depth 0.5mm (.019 in)” per AMM 62-33-00, 6-1 to be repaired.

This AMOC request is applicable to the following Airbus Helicopters helicopters, certificated in any category: (1) Model AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350D, EC130B4, and EC130T2 helicopters; (2) Model AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters, and (3) Model SA-365C1, SA-365C2, SA-365N, SA-365N1, AS-365N2, and AS 365 N3 helicopters. The 10 hour repetitive visual check of the slippage marks is required by paragraph (g) of AD 2022-01-01, and EASA AD 2021-0048, dated February 16, 2021, paragraph 2. Paragraph (h)(6) of AD 2022-01-01 requires replacing the pitch rod before further flight if any dent, impact, scratch, or corrosion is found. Paragraph (h)(6) is an exception for the requirements of paragraph (g) of AD 2022-01-01 and is only applicable for Model AS350 helicopters.

The International Validation Branch (IVB) has reviewed and approves your requests.

For the first item, pilots do not need special tools, precision measuring equipment, or additional training to perform the inspection of the slippage marks (alignment markings) described in the applicable ASB. Thus, allowing pilots to perform the 10 hour repetitive visual inspection of the pitch rod to pitch horn attachment slippage marks (alignment markings) provides an acceptable level of safety so long as the pilot also verifies the presence of the split pin. This additional check is necessary to ensure an acceptable level of safety because the alignment marks only indicate movement or slippage, while the presence of the split pin ensures the nut will not come off and allow the bolt to slip out of the pitch horn. The split pin is identified as item c in Figure 2 of the applicable ASB defined in EASA AD 2021-0048, dated February 16, 2021.

For the second item, it is acceptable to repair a scratch or impact depth as provided in the AS350 helicopters AMM 62-33-00, 6-1, Table 1 for Zone A (pitch rod body). It was not the FAA's intent to override this section of the AMM.

In accordance with FAA Order 8110.103B, dated September 14, 2016, the following limitations and conditions apply to this Global AMOC:

- The visual inspections of paragraph 2 of EASA AD 2021-0048, dated February 16, 2021, which are required by paragraph (g) of AD 2022-01-01, 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 AD 2022-01-01 in accordance with § 43.9(a)(1) through (4) and § 91.417(a)(2)(v). The record must be maintained as required by § 91.417, § 121.380, or § 135.439.
- If, during any visual inspection of paragraph 2 of EASA AD 2021-0048, dated February 16, 2021, that is performed by the pilot, the pilot determines that there is slippage, meaning the two alignment markings are not aligned, or that the split pin is not present, the aircraft must then be inspected by a certified mechanic.
- Approval for the owner/operator (pilot) to perform the visual inspections applies to the following Airbus Helicopters helicopters, certificated in any category: (1) Model AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350D, EC130B4, and EC130T2 helicopters; (2) Model AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters, and (3) Model SA-365C1, SA-365C2, SA-365N, SA-365N1, AS-365N2, and AS 365 N3 helicopters.
- Approval to repair a scratch or impact depth as provided in the AS350 helicopters AMM 62-33-00, 6-1, Table 1 for Zone A (pitch rod body) applies to the following Airbus Helicopters helicopters, certificated in any category: Model AS350B, AS350BA, AS350B1, AS350B2, AS350B3, and AS350D.
- All provisions of AD 2022-01-01 that are not specifically referenced above remain fully applicable and must be complied with accordingly.

- This Global AMOC is transferable. A transferable Global AMOC is a Global AMOC that will continue to apply to a product after it has been transferred to a new owner/operator.
- Before using this Global AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.
- The IVB will revoke this Global AMOC if the IVB later determines that this Global AMOC 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 pertaining to this matter, you may contact Andrea Jimenez by phone at 516-228-7330 or by email at [Andrea.Jimenez@faa.gov](mailto:Andrea.Jimenez@faa.gov).

Sincerely,

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