



AIR-731-23-25637

May 30, 2023

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

Subject: Global Alternative Method of Compliance (AMOC) to Airworthiness Directive  
(AD) 2023-01-04, Paragraph (g) (1)(C)(iii) [Actual Paragraph (g)(1)(iii)]:  
Visually inspect the alignment of the marking.

Dear Mr. May:

The Federal Aviation Administration (FAA) reviewed your email letter dated February 3, 2023, which proposes a global AMOC to Paragraph (g)(1)(iii) of AD 2023-01-04 for Airbus Helicopter models AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350D, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters with TRH spider pitch change unit (P/N) 350A33-2030-00, 350A33-2167-00, or 350A33-2167-01 installed. Paragraph (g)(1)(iii) of AD 2023-01-04 requires: “Within 10 hours TIS after the initial marking required by paragraph (g)(1)(ii) of this AD, and thereafter at intervals not to exceed 10 hours TIS, visually inspect the alignment of the marking”.

Your letter requests to allow a pilot to visually inspect the alignment of the existing 2-to-5 mm wide black paint index mark identified in paragraph (g)(1)(ii) and required in paragraph (g)(1)(iii) of the referenced AD. If the mark is found misaligned, the TRH spider pitch change unit must be inspected by a mechanic that meets the requirements of 14 CFR Part 65 Subpart D, in accordance with Paragraphs (g)(1)(i) and (ii) of this AD prior to flight.

The FAA International Validation Branch approves your global AMOC proposal to 2023- 01-04, paragraph (g)(1)(iii). As the basis of our approval, the pilot must become familiar with the marking alignment criteria as identified in Airbus Service Bulletin AS350-05.01.03 Rev. 0 and AS355-05.00.86 Rev. 0 as applicable. To perform this visual inspection, no special tools, precision measuring equipment, or additional training is deemed to be required. In addition, access to the subject assembly and the alignment marking is deemed visible without the use of additional tools or removal of any covers or panels. Thus, allowing a pilot to perform this repetitive 10-hour inspection provides an acceptable level of safety.

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

- The repetitive visual inspection identified in EASA AD 2021-0282, dated December 17, 2021, which is required by AD 2023-01-04, paragraph (g)(1)(iii) may be performed by the pilot holding at least a private pilot certificate and must be entered into the aircraft records showing compliance with AD 2023-01-04 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 AD 2023-01-04, paragraph (g)(1)(iii) that is performed by the pilot, the pilot determines there is slippage, meaning the two black paint alignment markings are not aligned, the TRH spider pitch change unit must then be inspected per AD 2023-01-04 paragraphs (g)(1)(i) and (ii) by a certified mechanic.
- Approval for the pilot to perform the visual inspections applies to the following Airbus Helicopters, certificated in any category: (1) Models AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350D and (2) Models AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters; all models with TRH spider pitch change unit (P/N) 350A33-2030-00, 350A33-2167-00, or 350A33-2167-01 installed.

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 2023-01-04 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](mailto:Gregory.Davison@faa.gov).

Sincerely,

*for*

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

cc: