



October 24, 2023

Letter Number 731-23-00527

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

Subject: Alternative Method of Compliance (AMOC) to Airworthiness Directive (AD) 2022-01-01, Paragraph (g) Requirements: Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2021-0048, dated February 16, 2021.

Dear Mr. Mays:

The Federal Aviation Administration (FAA) reviewed your letter dated March 20, 2023, which was received via email on April 28, 2023. Your letter proposes a Global AMOC to Paragraph (g) of AD 2022-01-01 for the following Airbus Helicopter models: AS350B, AS350B1, AS350B2, AS350B3, AS350BA, AS350D, EC130B4, EC130T2; AS355E, AS355F, AS355F1, AS355F2; AS355N, AS355NP, all serial numbers. However, AD 2022-01-01 lists the following additional models that are affected but not noted in your request: SA-365C1, SA-365C2, SA-365N, SA-365N1, AS-365N2, AS-365N3, all serial numbers.

Your letter requests approval to utilize the following Airbus Helicopters' Service Bulletins as applicable:

- AS350-05.01.01 Revision 1 and corresponding Bulletin AS350-62.00.46 Revision 0
- EC130-05A37 Revision 1 and corresponding Bulletin EC130-62-020 Revision 0
- AS355-05.00.85 Revision 2 and corresponding Bulletin AS355-62.00.41 Revision 0

Your AMOC proposes for aircraft that have complied with these service bulletins, or their latest revision as applicable, terminating action will be provided to AD 2022-01-01.

FAA AD 2022-01-01 is based on EASA AD 2021-0048, which references the original issues of Airbus Service Bulletins AS350-05.01.01, EC130-05A37, and AS355-05.00.85. These Bulletins require marking the pitch rod upper links having a pitch rod lever axis attachment screw Part Number 350A31-1873-20 and subsequently inspect its nut position every 10 flight-hours. Since the publication of EASA AD 2021-0048, Airbus Helicopters

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have redesigned a new pitch rod lever axis attachment screw, MP/N 350A31-1873-21 (POST MOD 0760008) and provided its implementation through modification service bulletins, AS350-62.00.46 Revision 0, EC130-05A37 Revision 0, and AS355-05.00.85 Revision 2.

Based on this redesign, EASA has superseded its AD 2021-0048 with AD 2023-0064, which became effective March 20, 2023. This latest EASA AD introduces an optional modification that replaces the original pitch rod attachment screw part number 35A31-1873-20 with the redesigned attachment screw part number 350A31-1873-21, requires markings on the link to observe any future looseness, constitutes terminating action for the 10 flight-hour repetitive inspection of the pitch rod upper link, and prohibits re-installation of the original pitch rod lever attachment screw part number 350A31-1873-20. The FAA currently has not revised its AD 2022-01-01 to reflect EASA's current AD 2023-0064.

The FAA International Validation Branch approves your AMOC proposal to AD 2022-01-01, Paragraph (g) and grants credit for prior compliance of the affected screw replacement for applicable helicopters by utilizing the following Airbus Service Bulletins:

- AS350-05.01.01 Revision 1 and corresponding Bulletin AS350-62.00.46 Revision 0
- EC130-05A37 Revision 1 and corresponding Bulletin EC130-62-020 Revision 0
- AS355-05.00.85 Revision 2 and corresponding Bulletin AS355-62.00.41 Revision 0

In addition, the following models are also affected, and the following Airbus Service Bulletins are approved as terminating action for the 10 flight-hour repetitive inspection of the pitch rod upper link:

SA-365C1, SA-365C2, SA-365N, SA-365N1, AS-365N2, AS-365N3, all serial numbers.

- SA365-05.34 Revision 1 and corresponding Bulletin SA365-62.01 Revision 0 (C1, C2)
- AS365-05.00.82 Revision 1 and corresponding Bulletin AS365-62.00.28 Revision 0 (N, N1, N2, N3)

These service bulletins are referenced in EASA's mandatory continued airworthiness information EASA AD 2023-0064, issued March 20, 2023, and is our basis for an approved method of repair for compliance with the FAA AD paragraph. *Note: approval of this AMOC proposal requires the red marking on the pitch rod upper link to be inspected every 150 flight-hours with a 15 flight-hour margin per the maintenance manual.*

The following limitations apply to this AMOC:

1. This approval is applicable only to the models impacted by AD 2022-01-01.
2. This FAA AMOC is transferable with the aircraft to an operator that operates the aircraft under the U.S. registry.

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3. 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.

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 AMOC has not been accomplished.

4. All provisions of AD 2022-01-01 that are not specifically referenced above remain fully applicable and must be complied with accordingly.
5. This AMOC only applies to the FAA AD listed above. The FAA does not have the authority to approve this as an AMOC to any AD issued by another civil aviation authority (CAA). Approval of an AMOC to another CAA's AD must come from that CAA.

If you have any questions or require additional information, please contact Gregory Davison, Program Manager, International Validation Branch, at Gregory.Davison@faa.gov.

Sincerely,

for

Anthony E. Gallo
Manager, International Validation Branch
Compliance and Airworthiness Division
Aircraft Certification Service

Cc: