



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

Aviation Safety

1600 Stewart Avenue, Suite 410
Westbury, New York 11590

March 14, 2024

Letter Number: 733-24-00060

Mike Mattler
Product Support Manager
Airbus Helicopters
2701 Forum Drive
Grand Prairie, TX 75052

Subject: Alternative Method of Compliance (AMOC) to Federal Aviation Administration (FAA) Airworthiness Directive (AD) 2024-04-10

Dear Mr. Mattler:

This letter is issued to correct a typo in the previous letter dated March 13, 2024.

The FAA received your letter dated 07 March 2024 requesting a global AMOC to paragraph (h)(6) of AD 2024-04-10. AD 2024-04-10 was issued to address potential cracking of the tail rotor blades on certain Airbus EC135 helicopters. The AD requires repetitive inspections, and replacement of any damaged tail rotor blade.

Your AMOC proposal requested the approval of inspection Methods A and B (dye penetrant) as included as optional inspection methods in EASB EC135-64-11-0001. Historically the FAA has not recommended the use of red dye penetrant on safety critical parts including engines, propellers, and APUs due in part to the difficulty of removing the residue, which may in turn inhibit future detectability of cracks when using fluorescent penetrant inspection (FPI). You also requested clarification of Note 1 to paragraph (h)(6).

The FAA, in consideration of the relatively short repetitive inspection interval and the need to accomplish such inspections in an operational environment, and after review of the below data, agrees that your proposal provides an acceptable level of safety. The FAA approves your global AMOC proposal to retain optional inspection methods A and B (dye penetrant) as referred to in EASB EC135-64-11-0001, with the stipulation that method D (FPI) may not be utilized on any tail rotor blade that has been previously inspected using methods A or B (dye penetrant). Further, the FAA provides clarification that the inspector qualification requirements of Note 1 to Paragraph (h)(6), and paragraph (h)(7), of AD 2024-04-10 apply only to inspection methods D (FPI) and C (eddy current). This AMOC is applicable to the following models: EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, EC135T3, and EC635T2+.

The following material provides the data used to establish the level of safety which was the basis for approving the AMOC.

1. Airbus Helicopters AMOC proposal letter dated 07 March 2024
2. Airbus Helicopters EASB EC135-64-11-0001 dated 2024-01-25
3. FAA Policy Memo PS-ANE100-2000-00010 dated October 4, 2000
4. Airbus Emergency Alert Service Bulletin AS350-05.0086 Revision 3 dated 8 May 2019
5. Airbus Helicopters procedure MTC-20-02-09-101
6. Airbus Helicopters procedure MTC-20-02-09-601

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.

All provisions of AD 2024-04-10 that are not specifically referenced above remain fully applicable and must be complied with accordingly.

If you have any questions or need additional information, please contact Dan McCully at william.mccully@faa.gov.

Sincerely,

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