



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

Aviation Safety

1600 Stewart Avenue, Suite 410
Westbury, New York 11590

May 8, 2024

Letter Number: 733-24-00114

Kenneth Lytle
Technical Representative
BO105/EC135/BK117
Airbus Helicopters Inc.
2701 Forum Drive
Grand Prairie, TX 75052-7099

**Subject: Alternative Method of Compliance (AMOC) to Federal Aviation Administration (FAA)
Airworthiness Directive (AD) 2021-24-17**

Dear Mr. Lytle:

The FAA received your letter dated March 18, 2024, requesting a global AMOC to paragraph (g) of AD 2021-24-17. AD 2021-24-17 was issued to address the establishment of new service life limits for certain tail rotor blades (TRBs) with a specific usage history.

Your AMOC proposal requested approval to use the effectivity criteria contained in EASA AD 2021-0050 and Airbus Alert Service Bulletin (ASB) EC135-04A-014 Revision 1 for the purpose of eliminating unnecessary time-in-service (TIS) calculations for unaffected TRBs. EASA AD 2021-0050 provides the following information relative to paragraph (1): “Note 1: For a TR blade which has never been installed on a Group 1 helicopter, no determination of the time in service is required by paragraph (1) of this AD.” This provision is further reflected in ASB EC135-04A-014 paragraph 3.B.1 and the flowchart contained within the ASB.

The International Validation Branch approves your request to comply with Note 1 to paragraph 1 of EASA AD 2021-0050 dated 23 February 2021, in determining TRB effectivity pursuant to the accomplishment of paragraph (g) of FAA AD 2021-24-17. This AMOC applies to Airbus Helicopters Deutschland GmbH Model EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, and EC135T3 helicopters.

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 March 18, 2024
2. EASA AD 2021-0050 dated 23 February 2021
3. Airbus Helicopters EASB EC135-04A-14 revision 1 dated 2020-12-21
4. FAA AD 2021-24-17 dated November 17, 2021

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 the AMOC has not been accomplished.

All provisions of AD 2021-24-17 that are not specifically referenced above remain fully applicable and must be complied with accordingly.

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. A copy of this response will be forwarded to the CAA.

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

Enclosure: <if applicable>

Cc: