



Airworthiness Directive

AD No.: 2017-0243

Issued: 06 December 2017

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

AIRBUS HELICOPTERS DEUTSCHLAND GmbH

Type/Model designation(s):

EC135 and EC635 helicopters

Effective Date: 20 December 2017

TCDS Number(s): EASA.R.009

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2013-0178 dated 07 August 2013.

ATA 04 – Time Limits / Maintenance Checks – Airworthiness Limitations – Amendment

Manufacturer(s):

Airbus Helicopters Deutschland GmbH (AHD), formerly Eurocopter Deutschland GmbH (ECD), Eurocopter España S.A.

Applicability:

EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, EC135 T3, EC635 P2+, EC635 P3, EC635 T1, EC635 T2+ and EC635 T3 helicopters, all serial numbers (s/n).

Reason:

The airworthiness limitations for AHD EC135 and EC635 helicopters, which are approved by EASA, are currently defined and published in the Airbus Helicopters (AH) EC135 Master Servicing Manual (MSM), Chapter 04, Airworthiness Limitations Section (ALS). These instructions have been identified as mandatory for continued airworthiness.

Failure to accomplish these instructions could result in an unsafe condition.

Previously, EASA issued AD 2013-0178 to require accomplishment of the maintenance tasks as described in MSM Chapter 04 Revision 15, including Temporary Revision 16a.

Since that AD was issued, new EC135 and EC635 models have been certified, and new and/or more restrictive life limits have been determined for some components. Consequently, AH revised the



MSM Chapter 04, and issued Alert Service Bulletin (ASB) EC135-04A-012, providing instructions to determine the flight hours (FH) accumulated by the tail rotor hub body, and for periodic replacement.

For the reason described above, this AD retains the requirements of EASA AD 2013-0178, which is superseded, and requires accomplishment of the actions as specified in the latest ALS.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Note 1: AH MSM Revision 23, Chapter 04, dated 26 June 2017 is hereafter referred to as “the ALS” in this AD.

Maintenance Tasks and Replacement of Life Limited Parts:

- (1) From the effective date of this AD, accomplish the following actions, as specified in the ALS, as applicable depending on helicopter configuration:
 - (1.1) Replace each component before exceeding the applicable life limit, and
 - (1.2) Within the thresholds and intervals (see Note 2 of this AD), accomplish all applicable maintenance tasks.
 - (1.3) For the tail rotor hub body, Part Number L642A2003102, first replacement as required by paragraph (1.1) of this AD may be deferred until 9 months after the effective date of this AD (see Note 3 of this AD).

Note 2: For the purpose of this AD, the thresholds and intervals as defined in the ALS include specific tolerances for certain tasks.

Note 3: AH ASB EC135-04A-012 provides an acceptable method to determine the FH accumulated by the tail rotor hub body since first installation on a helicopter.

Corrective Action(s):

- (2) In case of finding discrepancies (as defined in the ALS) during accomplishment of any task as required by paragraph (1) of this AD, within the compliance time specified in the ALS, accomplish the applicable corrective action(s) in accordance with the approved maintenance documentation. If no compliance time is identified in the ALS, accomplish the applicable corrective action(s) before next flight. If a detected discrepancy is not identified in the ALS, before next flight, contact AHD for approved instructions and accomplish those instructions accordingly.

Aircraft Maintenance Programme (AMP) Revision:

- (3) Within 12 months after the effective date of this AD, revise the approved AMP, on the basis of which the operator or the owner ensures the continuing airworthiness of each operated helicopter, by incorporating the limitations, tasks and associated thresholds and intervals described in the ALS, as applicable, depending on helicopter configuration.



Credit:

- (4) For an AMP that, on the effective date of this AD, is already updated to incorporate the maintenance tasks and life limitations as specified in a previous revision (see Note 4 of this AD) of the ALS, that action ensures (see Note 5 of this AD) the continued accomplishment of those tasks and limitations.

Consequently, for a helicopter to which that AMP applies, it is acceptable to accomplish the new and more restrictive tasks and limitations (see Note 4 of this AD), as applicable, depending on helicopter configuration, as defined in, and within the compliance times (see Note 2 of this AD) as specified in the ALS to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the new and more restrictive tasks and limitations (see Note 4 of this AD), as applicable to helicopter configuration, as defined in the ALS, into the AMP to comply with paragraph (3) of this AD.

Note 4: For the purpose of this AD, the “previous revision” of the ALS is the one currently incorporated in the AMP of the helicopter, while “the new and more restrictive tasks” are those that have been included in the ALS since that previous revision was incorporated in the AMP of the helicopter.

Recording AD compliance:

- (5) When the AMP of a helicopter has been revised as required by paragraph (3) or (4) of this AD, as applicable, that action ensures (see Note 5 of this AD) continued accomplishment of the tasks as required by paragraphs (1) and (2) of this AD for that helicopter. Consequently, after revising the AMP, as required by paragraph (3) or (4) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

Note 5: For affected EC135 and EC635 helicopters registered in Europe, complying with the approved AMP, as specified in paragraph (3) or (4) of this AD, as applicable, is required by Commission Regulation (EU) [1321/2014](#), Part M.A.301, paragraph 3.

Ref. Publications:

AH MSM Revision 23, Chapter 04, dated 26 June 2017.

AH ASB EC135-04A-012 original issue dated 11 September 2017.

The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 03 November 2017 as PAD 17-155 for consultation until 01 December 2017. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this AD.



3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters Deutschland GmbH, Industriestrasse 4, 86609 Donauwörth, Federal Republic of Germany
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Superseded

