



Airworthiness Directive

AD No.: 2025-0108

Issued: 08 May 2025

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS HELICOPTERS DEUTSCHLAND GmbH

Type/Model designation(s):

EC135 and EC635 helicopters

Effective Date: 15 May 2025

TCDS Number(s): EASA.R.009

Foreign AD: Not applicable

Supersedure: None

ATA 67 – Rotors Flight Control – Ball Bearing Control System – Inspection

Manufacturer(s):

Airbus Helicopters Deutschland GmbH (AHD), formerly Eurocopter Deutschland GmbH; 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) up to 1999 inclusive.

Definitions:

For the purpose of this AD, the following definitions apply:

The ASB: Airbus Helicopters (AH) Alert Service Bulletin (ASB) EC135-67-24-0001.

Affected part: Ball pivot, Part Number (P/N) 92-201-00 and P/N 92-207-00; Yaw actuator assembly P/N L672M2005104, P/N L672M2005105 and P/N L672M2005106; Control rod P/N L672M2006101 and P/N L672M2006102.

Serviceable part: An affected part which is new (never previously installed on a helicopter) or that, before installation, passed an inspection (no discrepancy detected, or discrepancies rectified) in accordance with the instructions of the ASB.



Groups: Group 1 helicopters are those that have at least one affected ball pivot AND at least one affected control rod installed.

Group 2 helicopters are those that are not Group 1 helicopters.

Reason:

An occurrence was reported where the pilots lost the tail rotor controls after hearing a noise from the rear of the helicopter. Subsequent investigation identified a broken control rod of the yaw actuator.

The investigation is still ongoing to identify the root cause of the event.

This condition, if not corrected, could lead to loss of control of the helicopter.

To address this potential unsafe condition and to collect fleet data to support the investigation, AH issued the ASB, providing instructions for a one-time inspection of the affected parts.

For the reason described above, this AD requires a one-time inspection of the affected parts, and reporting of the inspection results to AHD.

This AD is considered to be an interim action and further AD action may follow.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Inspection(s):

- (1) For Group 1 helicopters: Within 50 flight hours or 3 months, whichever occurs first after the effective date of this AD, inspect each affected part in accordance with the instructions of the ASB (see Note 1 of this AD).

Note 1: The instructions of the ASB include measurement of several dimensions. Accomplishment of those measurement is required by paragraph (1) of this AD, and reporting of the measurement results is required by paragraph (4) of this AD. Accomplishment and reporting of the results of those measurement is required for data collection, and no corrective action is defined after those measurement.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy, as defined in the ASB, is detected, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the ASB (see Note 1 of this AD).

Part(s) Installation:

- (3) For Group 1 and Group 2 helicopters: From the effective date of this AD, it is allowed to install an affected part on a helicopter, provided that it is a serviceable part, as defined in this AD.



Reporting:

- (4) Within 15 days after the accomplishment of the inspection as required by paragraph (1) of this AD, or after the effective date of this AD, whichever occurs later, report the inspection results, including no findings, to AHD. The ASB provides instructions for reporting which constitute an acceptable method to comply with this requirement (see Note 1 of this AD).

Ref. Publications:

AH ASB EC135-67-24-0001 issue 001 (original issue) dated 08 May 2025.

The use of later approved revisions of the above-mentioned document 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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 05 June 2025. Only if any comment is received during the consultation period, a Comment Response Document will be published in the [EASA Safety Publications Tool](#), in a 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. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. 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;
Web portal: <https://airbusworld.helicopters.airbus.com/>
E-mail: customersupport.helicopters@airbus.com.

