



European Union Aviation Safety Agency

Airworthiness Directive

AD No.: 2026-0024

Issued: 05 February 2026

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: 19 February 2026

TCDS Number(s): EASA.R.009

Foreign AD: Not applicable

Supersedure: None

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

Manufacturer(s):

Airbus Helicopters (AH); 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 T1 and EC635 T2+ helicopters, serial numbers (s/n) 0005 up to 1276 inclusive.

Definitions:

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

Actuator assembly: Yaw actuator assembly Part Number (P/N) L672M2005107 and dual yaw actuator assembly P/N L221M1047101, L221M1047102, L221M1047103, L221M1047104, L221M1047105 and L221M1047106.

Affected part: Control rod or ball pivot, as identified in the ASB, any P/N.

Serviceable part: An actuator assembly or a control rod which is new (never previously installed on any helicopter); or an actuator assembly or affected part that, before installation, passed a 'One-time inspection' (no discrepancy detected, or discrepancies rectified) as identified in, and in accordance with the instructions of, the ASB, as applicable.



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Groups: Group 1 helicopters are those that have a yaw actuator assembly P/N L672M2005107 installed.

Group 2 helicopters are those that have a dual yaw actuator assembly P/N L221M1047101, L221M1047102, L221M1047103, L221M1047104, L221M1047105 or L221M1047106 installed.

Group 3 helicopters are those that are not Group 1 and are not Group 2 helicopters.

The ASB: For Group 1 helicopters, AH Alert Service Bulletin (ASB) EC135-67-24-0002; for Group 2 helicopters, AH ASB EC135-67-24-0003.

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.

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 ASB EC135-67-24-0001, later revised, providing instructions for repetitive inspections of helicopters having a control rod P/N L672M2006101 or P/N L672M2006102 installed, and EASA issued AD 2025-0260, to require repetitive inspections of those helicopters.

Since that AD was issued, it has been determined that a similar potential unsafe condition could affect helicopters having a different configuration, and AH issued the ASB to provide instructions for a one-time and for repetitive inspections for those helicopters.

For the reason described above, this AD requires a one-time inspection and repetitive inspections for affected helicopters and, depending on findings, corrective actions.

EASA AD 2025-0260 is not superseded by this AD.

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 and Group 2 helicopters: Within 50 flight hours or 2 months, whichever occurs first after the effective date of this AD, accomplish the 'One-time inspection' as identified in, and in accordance with the instructions of, the ASB.

Repetitive Inspection(s):

- (2) For Group 1 and Group 2 helicopters: Within 3 months after the inspection as required by paragraph (1) of this AD, and, thereafter, at intervals not exceeding 3 months, accomplish the 'Recurrent inspection' as identified in, and in accordance with the instructions of, the ASB (see paragraph (3) and Note 1 of this AD).
- (3) If, during the 3 months after accomplishment of the 'One-time inspection', or of a 'Recurrent inspection', as required by paragraph (1) or (2) of this AD, as applicable, a helicopter is not



operated in a 'corrosive environment', as defined in the ASB, the next inspection for that helicopter, as required by paragraph (2) of this AD, may be deferred up to 6 months after the accomplishment of the 'One-time inspection', or of that 'Recurrent inspection', as applicable (see Note 1 of this AD).

Note 1: A non-cumulative tolerance of 7 days may be applied to the 3-month interval specified in paragraph (2) of this AD to allow synchronization of the required inspections with other maintenance tasks, for which a tolerance is already granted in the applicable Maintenance Manual. A non-cumulative tolerance of 14 days may be applied to the 6-month interval specified in paragraph (3) of this AD to allow synchronization of the required inspections with other maintenance tasks, for which a tolerance is already granted in the applicable Maintenance Manual.

Corrective Action(s):

- (4) If, during any inspection as required by paragraph (1) or (2) 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.

Part(s) Installation:

- (5) For Group 1 and Group 2 helicopters: From the effective date of this AD, it is allowed to install an actuator assembly or an affected part on a helicopter, provided that it is a serviceable part, as defined in this AD.
- (6) For Group 3 helicopters: From the effective date of this AD, it is allowed to install an actuator assembly on a helicopter, provided that it is a serviceable part, as defined in this AD. After that installation, the helicopter is a Group 1 helicopter or a Group 2 helicopter, as applicable, and the actions required by paragraphs (2), (3), (4) and (5) of this AD, as applicable, must be accomplished on that helicopter.

Ref. Publications:

AH ASB EC135-67-24-0002 issue 001 (original issue) dated 21 January 2026.

AH ASB EC135-67-24-0003 issue 001 (original issue) dated 21 January 2026.

The use of later approved revisions of the above-mentioned 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. 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 March 2026. 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/>
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