



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 18-049R1**

**Issued: 27 June 2018**

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

### Design Approval Holder's Name:

AIRBUS HELICOPTERS DEUTSCHLAND GmbH

### Type/Model designation(s):

EC135 and EC635 helicopters

**Effective Date:** [TBD - standard: 14 days after AD issue date]

**TCDS Number(s):** EASA.R.009

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 64 – Tail Rotor – Blade – Re-identification / Life Limit

#### 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 variants, all serial numbers (s/n).

#### Definitions:

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

**The ASB:** Airbus Helicopters (AH) Alert Service Bulletin (ASB) EC135-64A-006 and ASB EC135H-64A-001, as applicable.

**The re-identification ASB:** AH ASB EC135-04A-013 and ASB EC135H-04A-001, as applicable.

**Affected part:** Tail rotor blades having Part Number (P/N) L642A2002101 or P/N L642A2002111, and an s/n as listed in the ASB.



**Basic FH:** Flight hours (FH) accumulated by an affected part since first installation on a helicopter, not taking into account the compensation hours as defined in the ASB.

**Recalculated FH:** FH recorded for an affected part since first installation on a helicopter, including the 5 200 compensation FH as defined in the ASB.

**Unserviceable part:** an affected part, which has exceeded 6 800 basic FH, or 12 000 recalculated FH, or a tail rotor blade having P/N L642A2002101, and a serial number as listed in the re-identification ASB.

**Serviceable part:** a tail rotor blade which is not an unserviceable part.

**Reason:**

A new manufacturing process of the tail rotor blades was implemented by AH. Deviations in the new manufacturing process of certain tail rotor blades have been identified, which affect the life limit.

This condition, if not corrected, could lead to failure of an affected tail rotor blade, possibly resulting in loss of control of the helicopter.

To address this potential unsafe condition, AH issued the ASB, identifying the affected parts and providing instructions to reduce the available service life, increasing the FH logged for an affected part by adding 'compensating hours' to the FH actually accumulated.

For the reason described above, this AD requires removal from service of the affected parts by implementation of a reduced life limit.

Since PAD 18-055 was issued, it was determined that certain tail rotor blades, which have been manufactured following the new manufacturing process, must be re-identified with a new P/N, and AH published the re-identification ASB, providing applicable instructions.

This PAD is revised accordingly, including reference to re-identification instructions and introducing a life limit for the re-identified parts, which is not yet included in the Airworthiness Limitation Section of the applicable Master Servicing Manual (MSM).

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

Required as indicated, unless accomplished previously:

**Part Replacement:**

- (1) Before exceeding 6 800 basic FH, or within 100 FH after the effective date of this AD, whichever occurs later, replace each affected part with a serviceable part. Using the instructions of the applicable maintenance manual is an acceptable method to replace a part as required by this paragraph.
- (2) Before exceeding 12 000 FH since first installation on a helicopter, replace each not affected part, having P/N L642A2002111 (s/n not listed in the ASB), with a serviceable part. Using the



instructions of the applicable maintenance manual is an acceptable method to replace a part as required by this paragraph.

- (3) For an affected part, re-identified in accordance with the instructions of the re-identification ASB, updating the maintenance records of that affected part in accordance with the instructions of the ASB and, thereafter, replacing that part before exceeding 12 000 recalculated FH, or within 100 FH after the effective date of this AD, whichever occurs later, is an acceptable method to comply with the requirements of paragraph (1) of this AD for that part.

**Parts installation:**

- (4) From the effective date of this AD, it is allowed to install a tail rotor blade on a helicopter, provided it is a serviceable part and that, following installation, it is removed from service as required by this AD.

**Ref. Publications:**

AH ASB EC135-04A-013 original issue dated 26 June 2018.

AH ASB EC135H-04A-001 original issue dated 26 June 2018.

AH ASB EC135-64A-006 original issue dated 20 February 2018.

AH ASB EC135H-64A-001 original issue dated 20 February 2018.

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

**Remarks:**

1. This Proposed AD will be closed for consultation on 25 July 2018.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).
4. For any question concerning the technical content of the requirements in this PAD, please contact: Airbus Helicopters Deutschland GmbH, Industriestrasse 4, 86609 Donauwörth, Federal Republic of Germany  
Telephone: + 49 (0)151 1422 8976; Facsimile: + 49 (0)906 71 4111  
Web portal: <https://keycopter.airbushelicopters.com> > Technical Requests Management  
E-mail: [customersupport.helicopters@airbus.com](mailto:customersupport.helicopters@airbus.com)

