



Airworthiness Directive

AD No.: 2018-0168

Issued: 27 July 2018

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:

Type/Model designation(s):

AIRBUS HELICOPTERS DEUTSCHLAND GmbH

EC135 and EC635 helicopters

Effective Date: 10 August 2018

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.

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.

For the reason described above, this AD requires removal from service of the affected parts by implementation of a reduced life limit. This AD also includes reference to re-identification instructions and introduces 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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 09 April 2018 as PAD 18-049 for consultation until 07 May 2018, and republished on 27 June 2018 as PAD 18-049R1 for additional consultation until 25 July 2018. The Comment Response Documents 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 Safety Information Section, Certification Directorate, EASA. 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](#).
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
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