



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 20-060R1

Issued: 22 April 2020

Note: This Proposed Airworthiness Directive (PAD) 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.

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 67 – Rotors Flight Control – Tail Rotor 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 up to 1276 inclusive.

Definitions:

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

The ASB: Airbus Helicopters (AH) Alert Service Bulletin (ASB) EC135-67A-041.

Hard landing: Any landing identified as "hard landing" based on the criteria in the applicable Master Service Manual (MSM) chapter 05-51-00, section 6-3 "Conditional inspections after a hard landing".



Qualified instructions: Inspection and corrective action(s) instructions as identified in section 3.D of the ASB; or in the applicable MSM chapter 05-51-00, section 6-3, having an issue date other than 22 June 2018.

Periodical inspection: Helicopter inspection in accordance with the instructions of the applicable MSM chapter 05-24-00, section 6-1.

Groups: Group 1 helicopters are those on which, after the last hard landing, as defined in this AD, an inspection in accordance with qualified instructions, or a periodical inspection, has not been accomplished. Group 2 helicopters are those which are not Group 1.

The AMP: The approved Aircraft Maintenance Programme (AMP) on the basis of which the operator or the owner ensures the continuing airworthiness of each operated helicopter. For affected helicopters operated under EU regulation, compliance with the approved AMP is required by Commission Regulation (EU) [1321/2014](#), Part M.A.301, paragraph 3.

Reason:

It has been determined that the EC135/EC635 MSM chapter 05-51-00, section 6-3, issue date 22 June 2018, provides incomplete instructions for the inspections after a hard landing.

This condition, if not corrected, could lead to missed identification of tail rotor control damage, possibly resulting in component or system failure, with consequent reduced control of the helicopter.

To address this potential unsafe condition, AH issued the ASB to provide inspection instructions.

For the reason described above, this AD requires, for certain helicopters, a one-time inspection of the tail rotor control system, and depending on findings, accomplishment of applicable corrective action(s). This AD also requires an inspection after each hard landing, in accordance with qualified instructions.

After PAD 20-060 was issued, AH revised the ASB, adding two additional helicopters to the effectivity. This PAD is revised accordingly, including reference to the ASB at Revision 1, and expanding the Applicability.

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

Required as indicated, unless accomplished previously:

Inspection:

- (1) Group 1 helicopters: Within 12 months after the effective date of this AD, accomplish an inspection of the tail rotor control system in accordance with the instructions of the ASB.
- (2) Accomplishment of an inspection of the tail rotor control system of a helicopter in accordance with the instructions of Aircraft Maintenance Manual chapter 67-20-00, section 5-2, is an acceptable alternative method to comply with the requirements of paragraph (1) of this AD for that helicopter.



- (3) Group 1 and Group 2 helicopters: From the effective date of this AD, before next flight after each hard landing, as defined in this AD, inspect the helicopter in accordance with qualified instructions, as defined in this AD.

Corrective Action(s):

- (4) If, during any inspection as required by paragraph (1) or (3) of this AD, or as specified in paragraph (2) of this AD, as applicable, any discrepancy is found, before next flight, accomplish the applicable corrective action(s) in accordance with qualified instructions, as defined in this AD.

Recording AD Compliance:

- (5) Revising the AMP of a helicopter by incorporating the qualified instructions, as defined in this AD, ensures continued accomplishment of those instructions for that helicopter. Consequently, after that AMP revision, it is not necessary that accomplishment of any action as required by this AD is recorded for AD compliance demonstration on a continued basis.

Ref. Publications:

AH ASB EC135-67A-041 original issue dated 06 April 2020 and Revision 1 dated 22 April 2020.

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

Remarks:

1. This Proposed AD will be closed for consultation on 05 May 2020.
2. The original issue of this PAD was posted on 07 April 2020 for consultation until 05 May 2020. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this PAD.
3. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness 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 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](#).
5. 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: + 33 (0)4 42 85 97 97;
Web portal: <https://keycopter.airbushelicopters.com> > Technical Request Management
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