



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 20-181

Issued: 17 November 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 64 – Tail Rotor – Blades – 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 variants, all serial numbers.

Definitions:

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

The applicable ASB: Airbus Helicopters (AH) Alert Service Bulletin (ASB) EC135-64A-007 and ASB EC135H-64A-002, as applicable.

Affected part: Tail rotor blades (TRB), having Part Number (P/N) L642A2002101, P/N L642A2002103, P/N L642A2002104, P/N L642A2002111 or P/N L642A2002112.

TRB Groups: TRB Group 1 are affected parts which have been operated on an EC135 T3, EC135 T3H, EC135 P3, EC135 P3H, EC635 T3, EC635 T3H, EC635 P3 or EC635 P3H helicopter.



TRB Group 2 are affected parts which are not TRB Group 1.

Serviceable part: A TRB which is not an affected part; or an affected part that, following an inspection (dimensional check) in accordance with the instructions of paragraph 3.B.2 of the applicable ASB, has been classified as Category A, which include those listed in Appendix 4.B of the applicable ASB.

Groups: Group 1 helicopters are those that have an affected part installed. Group 2 helicopters are those that do not have an affected part installed.

Reason:

During the investigation related to an accident reported on an EC 130 B helicopter, geometrical non-conformities were observed in the TRB root section. Considering the similarity of design and production requirements, affected parts (as defined in this AD) have been inspected and geometrical non-conformities detected.

This condition, if not detected and corrected, may lead to crack initiation and consequent blade failure, possibly resulting in loss of control of the helicopter.

To address this potential unsafe condition, AH issued the applicable ASB to provide instructions to inspect the affected parts at the drain hole section.

For the reasons described above, this AD requires a one-time inspection (dimensional check) to verify TRB conformity, and, depending on findings, replacement of each affected part classified as Category B. This AD also prohibits rework, repair or modification of affected parts in the critical section.

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

Required as indicated, unless accomplished previously:

Inspection:

- (1) For Group 1 helicopters: Within the applicable compliance time as identified in Table 1 of this AD, or within 18 months after the effective date of this AD, whichever occurs first, inspect each affected part in accordance with the instruction of the applicable ASB.

Table 1 – Compliance Time (see Note 1 of this AD)

TRB Group	Flight hours (FH) on the effective date of this AD	Compliance time (whichever occurs first)
1	1 000 or less	Before exceeding 1 200 FH
	More than 1 000	Within 200 FH after the effective date of this AD
2	2 000 FH or less	Before exceeding 2 400 FH
	More than 2 000	Within 400 FH after the effective date of this AD

Note 1: Unless otherwise stated, the FH in Table 1 of this AD are those accumulated by an affected part since its first installation on a helicopter.



Corrective Action:

- (2) If, during the inspection as required by paragraph (1) of this AD, an affected part is found that is determined to be Category B, as defined in the applicable ASB, before next flight, replace that affected part with a serviceable part in accordance with the instruction of the applicable ASB.

In-Service Rework, Repair, Modification:

- (3) From the effective date of this AD, do not accomplish any rework, repair or modification of an affected part in the affected area of the blade assembly root. For this purpose, the affected areas are defined in the applicable Aircraft Maintenance Manual, Chapter 6-4, Task 64-22-00, attached as Appendix 4.C of the applicable ASB.

Part Installation:

- (4) 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 it is a serviceable part, as defined in this AD.

Ref. Publications:

AH ASB EC135-64A-007 and original issue dated 11 November 2020.

AH ASB EC135H-64A-002 original issue dated 11 November 2020.

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 15 December 2020.
2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: 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](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD 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.
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: + 33 (0)4 42 85 97 97;
Web portal: <https://keycopter.airbushelicopters.com> > Technical Request Management
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