

Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-062

Issued: 15 April 2025

Note: This 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/cancellation 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 – 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 (s/n).

Definitions:

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

The ASB: Airbus Helicopters (AH) Alert Service Bulletin (ASB) EC135-64-11-0003.

Affected part: Tail rotor blade (TRB) assembly, having Part Number (P/N) L642A2002121.

Serviceable part: TRB assembly, eligible for installation, which is not an affected part; or an affected part that accumulated less than 1 432 flight hours (FH) since first installation on a helicopter; or an affected part that passed an inspection (no cracks detected) in accordance with the instructions of the 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.

Group A are EC135 P1, EC135 P2, EC135 P2+, EC135 T1, EC135 T2, EC135 T2+, EC635 P2+, EC635 T1 and EC635 T2+ helicopters.

Group B are EC135 P3, EC135 T3, EC635 P3 and EC635 T3 helicopters.

Inspection method: Affected part inspection method, as described in the ASB.

Reason:

Increased vibration of the tail rotor was reported on a helicopter. Subsequent inspection identified a ruptured TRB assembly. Further investigation determined that certain TRB assemblies can be subject to intergranular corrosion, possibly leading to cracks.

This condition, if not detected and corrected could lead to rupture of TRB assemblies, possibly resulting in reduced control of the helicopter.

To address this potential unsafe condition, AH issued the EASB EC135-64-11-0001 to provide instructions for repetitive inspection of those TRB assemblies, and EASA issued Emergency AD 2024-0028-E, later revised, to require repetitive inspection of those parts and, depending on findings, replacement.

Since that AD was issued, it has been determined that also TRB assemblies having P/N L642A2002121 can be subject to intergranular corrosion, and AH issued the ASB accordingly, providing inspections instructions.

For the reason described above, this AD requires repetitive inspection of the affected parts and, depending on findings, replacement. This AD also provides additional requirements for installation of affected parts.

EASA AD 2024-0028R1 is not superseded; tail rotor blade assembly, having P/N L642A2002111 or P/N L642A2002112, must be inspected as required by that 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:

Repetitive Inspection(s):

- (1) For Group 1 helicopters: Before an affected part exceeds 1 432 FH since first installation on a helicopter, and, thereafter, at intervals not exceeding the value as specified in Table 1 of this AD, as applicable depending on helicopter model, inspect that affected part in accordance with the instructions of the ASB.



Table 1 – Inspection Interval

Helicopter Model	Interval, FH
Group A	30
Group B	20

- (2) For Group 1 and Group 2 helicopters: From the effective date of this AD, following the installation of an affected part, having accumulated 1 432 FH or more since first installation on a helicopter, inspect that affected part in accordance with the instructions of the ASB within the interval as defined in Table 2 of this AD, as applicable. Thereafter, that affected part must be inspected as required by paragraph (1) of this AD.

Table 2 – Transfer (Installation) of Affected Parts

Last installed on:	To be installed on:	Time (FH) since last inspection as required by this AD	Interval (FH since last inspection as required by this AD) (see Note 1 of this AD)
Group A	Group A	More than 0 or unknown	30
Group A	Group B	More than 0 or unknown	20
Group B or unknown	Group A	More than 0 or unknown	20
Group B or unknown	Group B	More than 0 or unknown	20
Group A	Group A	0	30
Group A	Group B	0	20
Group B or unknown	Group A	0	30
Group B or unknown	Group B	0	20

Note 1: If the number of FH since last inspection as required by this AD is unknown, next inspection must be accomplished before next flight after installation.



Corrective Action(s):

- (3) If, during any inspection as required by paragraph (1) or (2) of this AD, any crack is detected on an affected part, before next flight, replace that affected part with a serviceable part in accordance with the instructions of the ASB.

Part(s) 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 (see Note 2 of this AD) and, thereafter, it is inspected as required by paragraph (1) or (2) of this AD, as applicable.

Note 2: Following installation of an affected part on a Group 2 helicopter, that helicopter is effectively a Group 1 helicopter.

Terminating Action:

- (5) Replacing each affected part of a helicopter with a TRB assembly, eligible for installation, that is not an affected part, constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that helicopter, provided no affected part is reinstalled on that helicopter (see Note 3 of this AD).

Note 3: Following replacement of each affected part of a helicopter with TRB assemblies, eligible for installation, which are not affected parts, that helicopter is effectively a Group 2 helicopter.

Ref. Publications:

AH ASB EC135-64-11-0003 issue 001 (original issue) dated 31 March 2025.

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 13 May 2025.
2. Enquiries regarding this PAD should be referred to the EASA Safety 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;



Web portal: <https://airbusworld.helicopters.airbus.com/>

E-mail: customersupport.helicopters@airbus.com.

