



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 25-165**

**Issued: 27 October 2025**

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:**

**Type/Model designation(s):**

AIRBUS HELICOPTERS DEUTSCHLAND GmbH

EC135 and EC635 helicopters

**Effective Date:** [Tbd – 7 days after publication]

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

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2025-0108 dated 08 May 2025.

## ATA 67 – Rotors Flight Control – Ball Bearing 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 (s/n) up to 1999 inclusive.

### Definitions:

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

**The ASB:** Airbus Helicopters (AH) Alert Service Bulletin (ASB) EC135-67-24-0001 issue 002.

**Affected part:** Ball pivot, Part Number (P/N) 92-201-00 and P/N 92-207-00; Yaw actuator assembly P/N L672M2005104, P/N L672M2005105 and P/N L672M2005106; Control rod P/N L672M2006101 and P/N L672M2006102.



**Serviceable part:** An affected yaw actuator assembly or an affected control rod which is new (never previously installed on any helicopter); or an affected part that, before installation, passed a 'One-time inspection' (no discrepancy detected, or discrepancies rectified) as identified in, and in accordance with the instructions of, the ASB, as applicable.

**Groups:** Group 1 helicopters are those that have at least one affected control rod installed. Group 2 helicopters are those that are not Group 1 helicopters.

#### Reason:

An occurrence was reported where the pilots lost the tail rotor controls after hearing a noise from the rear of the helicopter. Subsequent investigation identified a broken control rod of the yaw actuator.

This condition, if not corrected, could lead to loss of control of the helicopter.

To address this potential unsafe condition and to collect fleet data to support the investigation, AH issued ASB EC135-67-24-0001 at original issue, providing instructions for a one-time inspection of the affected parts, and EASA issued AD 2025-0108, to require a one-time inspection of the affected parts, and reporting of the inspection results to AHD.

Since that AD was issued, AHD developed a repetitive inspection of the ball pivot, and published the ASB, as defined in this AD, to provide applicable instructions.

For the reason described above, this AD retains the requirements of EASA AD 2025-0108, which is superseded, additionally requires repetitive inspections of the ball pivot and, depending on findings, corrective actions.

#### 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:

#### Inspection(s):

- (1) For Group 1 helicopters: Within 50 flight hours or 3 months, whichever occurs first after 15 May 2025 [the effective date of EASA AD 2025-0108], accomplish the 'One-time inspection' as identified in, and in accordance with the instructions of, the ASB (see Note 1 of this AD).

Note 1: The instructions of the ASB include measurements of several dimensions. Accomplishment of those measurements is required by paragraph (1) of this AD, and reporting of the measurement results is required by paragraph (7) of this AD. Accomplishment and reporting of the results of those measurements is required for data collection, and no corrective action is defined after those measurements.

#### Repetitive Inspection(s):

- (2) For Group 1 helicopters: Within 3 months after the inspection as required by paragraph (1) of this AD, or within 30 days after the effective date of this AD, whichever occurs later, and, thereafter, at intervals not exceeding 3 months, accomplish the 'Repetitive inspection' of the



ball pivot as identified in, and in accordance with the instructions of, the ASB (see paragraph (3) and Note 2 of this AD).

- (3) If, during the 3 months after accomplishment of the 'One-time inspection', or of a 'Repetitive inspection', as required by paragraph (1) or (2) of this AD, as applicable, a helicopter is not operated in a 'corrosive environment', as defined in the ASB, the next inspection for that helicopter, as required by paragraph (2) of this AD, may be deferred up to 6 months after the accomplishment of the 'One-time inspection', or of that 'Repetitive inspection', as applicable (see Note 2 of this AD).

Note 2: A non-cumulative tolerance of 7 days may be applied to the 3 months interval specified in paragraph (2) of this AD to allow synchronization of the required inspections with other maintenance tasks, for which a tolerance is already granted in the applicable Maintenance Manual. A non-cumulative tolerance of 14 days may be applied to the 6 months interval specified in paragraph (3) of this AD to allow synchronization of the required inspections with other maintenance tasks, for which a tolerance is already granted in the applicable Maintenance Manual.

#### **Corrective Action(s):**

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

#### **Part(s) Installation:**

- (5) For Group 1 helicopters: From the effective date of this AD, it is allowed to install an affected part on a helicopter, provided that it is a serviceable part, as defined in this AD.
- (6) For Group 2 helicopters: From the effective date of this AD, it is allowed to install an affected control rod on a helicopter, provided that it is a serviceable part, as defined in this AD. After that installation, the helicopter is a Group 1, and the actions required by paragraphs (2), (3), (4) and (5) of this AD, as applicable, must be accomplished on that helicopter.

#### **Reporting:**

- (7) Within 15 days after the accomplishment of the inspection as required by paragraph (1) of this AD, or after 15 May 2025 [the effective date of EASA AD 2025-0108], whichever occurs later, report the inspection results, including no findings, to AHD. The ASB provides instructions for reporting which constitute an acceptable method to comply with this requirement (see Note 1 of this AD).

#### **Credit:**

- (8) Inspections and corrective actions, as applicable, accomplished on a helicopter before the effective date of this AD in accordance with the instructions of AH ASB EC135-67-24-0001 issue 001 are acceptable to comply with the requirements of paragraphs (1) and (4) of this AD, as applicable, for that helicopter.

#### **Ref. Publications:**

AH ASB EC135-67-24-0001 issue 001 (original issue) dated 08 May 2025 and issue 002 dated 23 October 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 10 November 2025.
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](#). 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](mailto:customersupport.helicopters@airbus.com).

