



Airworthiness Directive

AD No.: 2024-0028R1

Issued: 15 April 2024

Note: This Airworthiness Directive (AD) 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.

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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS HELICOPTERS DEUTSCHLAND GmbH

Type/Model designation(s):

EC135 and EC635 helicopters

Effective Date: Revision 1: 22 April 2024
Original Issue: 29 January 2024

TCDS Number(s): EASA.R.009

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2024-0028-E dated 25 January 2024.

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) Emergency Alert Service Bulletin (EASB) EC135-64-11-0001.

Affected part: Tail rotor blade assembly, having Part Number (P/N) L642A2002111 or P/N L642A2002112.

Serviceable part: Tail rotor blade assembly, eligible for installation, which is not an affected part; or an affected part that accumulated less than 685 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 tail rotor blade assembly. Further investigation determined that the affected parts can be subject to intergranular corrosion, possibly leading to cracks.

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

To address this potential unsafe condition, AH issued issue 001 (original issue) of the EASB EC135-64-11-0001 to provide instructions for repetitive inspection of affected parts, which could be accomplished by different inspection methods (A, B, C or D). Consequently EASA issued emergency AD 2024-0028-E to require repetitive inspection of the affected parts and, depending on findings, replacement. That AD also provided additional requirements for installation of affected parts.

Since that AD was issued, AH developed a simplified optional inspection method (E – visual inspection) and revised the ASB (now at issue 02) accordingly, introducing reduced inspection intervals for parts which have been inspected using inspection method E.

For the reason described above, this AD is revised to add reference to the optional inspection method E, and related inspection intervals.

This AD is still considered to be an interim action and further AD action may follow.

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 685 FH since first installation on a helicopter, or within 10 FH after 29 January 2024 [the effective date of the original issue of this AD], whichever occurs later, and, thereafter, at intervals not exceeding the value as specified in Table 1 of this AD, as applicable depending on helicopter model and inspection method used during last previous inspection (see Note A of this AD), inspect that affected part in accordance with the instructions of the ASB.



Table 1 – Inspection Interval

Helicopter Model	Inspection method	Interval, FH
Group A	A, B, C or D	30
	E	7.5
Group B	A, B, C or D	20
	E	5

Note A: As an example, an affected part, installed on a Group B helicopter, which has been inspected using inspection method E, must be re-inspected within 5 FH.

- (2) For Group 1 and Group 2 helicopters: From the effective date of this AD, following the installation of an affected part, having accumulated 685 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	Inspection method used to accomplish 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	A, B, C or D	30
			E or unknown	7.5
Group A	Group B	More than 0 or unknown	A, B, C or D	20
			E or unknown	5
Group B or unknown	Group A	More than 0 or unknown	A, B, C or D	20
			E or unknown	5
Group B or unknown	Group B	More than 0 or unknown	A, B, C or D	20
			E or unknown	5
Group A	Group A	0	A, B, C or D	30
			E or unknown	7.5
Group A	Group B	0	A, B, C or D	20
			E or unknown	5
Group B or unknown	Group A	0	A, B, C or D	30
			E or unknown	7.5
Group B or unknown	Group B	0	A, B, C or D	20
			E or unknown	5



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.

For an affected part which has been inspected in accordance with the instructions of AH ASB EC135-64-11-0001 issue 01, inspection method A, B, C or D has been used.

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 29 January 2024 [the effective date of the original issue 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 tail rotor blade 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 rotor blade assemblies, eligible for installation, which are not affected parts, that helicopter is effectively a Group 2 helicopter.

Ref. Publications:

AH Emergency ASB EC135-64-11-0001 issue 001 (original issue) dated 25 January 2024, or issue 002 dated 04 April 2024.

The use of later approved revisions of the above-mentioned document 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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 13 May 2024. Only if any comment is received during the consultation period, a Comment Response Document will be published in the [EASA Safety Publications Tool](#), in a compressed ('zipped') file, attached to the record for this AD.



3. Enquiries regarding this AD should be referred to the EASA Safety 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 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](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD 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.
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, Telephone: + 33 (0)4 42 85 97 97;
Web portal: <https://keycopter.airbushelicopters.com>
E-mail: customersupport.helicopters@airbus.com.

