



Airworthiness Directive

AD No.: 2018-0168R1

Issued: 18 December 2020

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, 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 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: 25 December 2020
Original Issue: 10 August 2018

TCDS Number(s): EASA.R.009

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2018-0168 dated 27 July 2018.

ATA 64 – Tail Rotor – Blade – Re-identification / Life Limit

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) EC135-64A-006 and ASB EC135H-64A-001, as applicable.

The re-identification ASB: AH ASB EC135-04A-013 and ASB EC135H-04A-001, as applicable.

Affected part: Tail rotor (TR) blades, having Part Number (P/N) L642A2002101 or P/N L642A2002111, and having a s/n as listed in the ASB.

Unserviceable part: An affected part, which has exceeded 12 000 FH since first installation on a helicopter; and any TR blade, having P/N L642A2002101, and a s/n as listed in the re-identification ASB.

Serviceable part: A TR blade which is not an unserviceable part.

Reason:

A new manufacturing process of the TR blades was implemented by AH. Deviations in the new manufacturing process of certain TR blades have been identified, which had been assessed as affecting the life limit.

This condition, if not corrected, could lead to failure of an affected part, possibly resulting in loss of control of the helicopter.

To address this potential unsafe condition, AH issued the ASB, identifying the affected parts and providing instructions to reduce the available service life, increasing the FH logged for an affected part by adding 'compensating hours' to the FH actually accumulated. It was determined that certain TR blades, which were manufactured following the new manufacturing process, had to be re-identified with a new P/N, and AH published the re-identification ASB, providing applicable instructions.

Consequently, EASA issued AD 2018-0168 to require removal from service of the affected parts by implementation of a reduced life limit. That AD also included reference to re-identification instructions and introduced a life limit for the re-identified parts, which was not yet included in the Airworthiness Limitation Section (ALS).

Since that AD was issued, it has been determined that the deviations in the new manufacturing process do not actually affect the life limit of the TR blades, and AH revised the ASB accordingly.

For the reason described above, this AD is revised accordingly, allowing continued operation of the affected parts until the nominal life limit.

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

Required as indicated, unless accomplished previously:

Part Replacement:

- (1) Before an affected part exceeds 12 000 FH since its first installation on a helicopter, replace that affected part with a serviceable part. Using the instructions of the applicable maintenance manual is an acceptable method to replace a part as required by this paragraph.
- (2) Before exceeding 12 000 FH since first installation on a helicopter, replace each TR blade, having P/N L642A2002111 (s/n not listed in the ASB), with a serviceable part. Using the instructions of the applicable maintenance manual is an acceptable method to replace a part as required by this paragraph.
- (3) DELETED.

Parts installation:

- (4) From 10 August 2018 [the effective date of the original issue of this AD], it is allowed to install a TR blade on a helicopter, provided it is a serviceable part, as defined in this AD, and that, following installation, it is removed from service as required by this AD.

Ref. Publications:

AH ASB EC135-04A-013 original issue dated 26 June 2018.

AH ASB EC135H-04A-001 original issue dated 26 June 2018.

AH ASB EC135-64A-006 original issue dated 20 February 2018 and Revision 1 dated 21 October 2020.

AH ASB EC135H-64A-001 original issue dated 20 February 2018 and Revision 1 dated 21 October 2020.

The use of later approved revisions of the above-mentioned documents 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. The original issue of this AD was posted on 09 April 2018 as PAD 18-049 for consultation until 07 May 2018, and republished on 27 June 2018 as PAD 18-049R1 for additional consultation until 25 July 2018. The Comment Response Documents can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this AD.
3. Enquiries regarding this AD 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 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 PAD, please contact: Airbus Helicopters Deutschland GmbH, Industriestrasse 4, 86609 Donauwörth, Federal Republic of Germany
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