


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2014-0226</b></p> <p><b>Date: 10 October 2014</b></p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p><b>Design Approval Holder's Name:</b> AIRBUS HELICOPTERS DEUTSCHLAND GmbH</p>	<p><b>Type/Model designation(s):</b> EC135 P2+ and EC135 T2+ helicopters</p>	
<p>TCDS Number:</p>	<p>EASA.R.009</p>	
<p>Foreign AD:</p>	<p>Not applicable</p>	
<p>Supersedure:</p>	<p>None</p>	
<p><b>ATA 63, 65</b></p>	<p><b>Main Rotor Drive / Tail Rotor Drive – Main / Tail Rotor Gearbox Oil – Sampling / Replacement</b></p>	
<p>Manufacturer(s):</p>	<p>Airbus Helicopters Deutschland GmbH (formerly Eurocopter Deutschland GmbH)</p>	
<p>Applicability:</p>	<p>EC135 P2+ and EC135 T2+ helicopters, serial numbers (s/n) as listed in Appendix 1 of this AD.</p>	
<p>Reason:</p>	<p>Airbus Helicopters determined that, on certain helicopters, the main gearbox (MGB) and/or tail rotor gearbox (TGB) were mistakenly replenished with long term preservation oil.</p> <p>This condition, if not detected and corrected, could lead to seizure of a MGB or TGB, possibly resulting in reduced control of the helicopter.</p> <p>To detect the MGB and TGB which were replenished with the wrong oil type, Airbus Helicopters issued, for the potentially affected helicopters, Alert Service Bulletin (ASB) EC135-63A-024 and ASB EC135-65A-005 to provide instructions for, respectively, taking MGB and TGB oil samples and the necessary follow-up actions.</p> <p>For the reasons described above, this AD requires a one-time oil analysis and, depending on the results, rinsing of the affected transmission(s) and replacement of the oil.</p>	
<p>Effective Date:</p>	<p>24 October 2014</p>	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>Within 50 flight hours or 30 days, whichever occurs first after the effective date of this AD, accomplish the following actions:</p> <ol style="list-style-type: none"> <li>(1) Take an MGB oil sample in accordance with the instructions of Airbus Helicopters ASB EC135-63A-024, Section 3, Part 1, and take a TGB oil sample in accordance with the instructions of Airbus Helicopters ASB EC135-65A-005, Section 3, Part 1.</li> <li>(2) Send the oil samples, taken as required by paragraph (1) of this AD, to a laboratory for analysis and, following receipt of the results, evaluate the analyses of the oil samples, and report the results to Airbus Helicopters ASB EC135-63A-024, or ASB EC135-65A-005, as applicable.</li> <li>(3) If the results of an analysis and evaluation, as required by paragraph (2) of this AD, are outside the limits (viscosity, water content) as specified in Section 3, Part 2 (paragraph 2.a and 2.b) of Airbus Helicopters ASB EC135-63A-024, or ASB EC135-65A-005, as applicable, or if the analysis results/evaluation are not concluded or not available, rinse the affected oil system(s) and replace the affected MGB and/or TGB oil in accordance with the instructions of Section 3, Part 3 of Airbus Helicopters ASB EC135-63A-024, or ASB EC135-65A-005, as applicable.</li> </ol>
<p>Ref. Publications:</p>	<p>Airbus Helicopters ASB EC135-63A-024 original issue dated 23 September 2014.</p> <p>Airbus Helicopters ASB EC135-65A-005 original issue dated 23 September 2014.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 24 September 2014 as PAD 14-143 for consultation until 08 October 2014. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters Deutschland GmbH, Industriestrasse 4, 86607 Donauwörth, Federal Republic of Germany Telephone: + 49 (0)151 1422 8976; Facsimile: + 49 (0)906 71 4111.</li> </ol>

## Appendix 1 – Affected Helicopters and Main / Tail Rotor Gearboxes

<b>Helicopter s/n</b>	<b>MGB s/n</b>	<b>TGB s/n</b>
1132	2322	M3214
1135	2315	M3215
1136	2317	M3218
1137	2318	M3219
1138	2316	M3220
1139	2321	M3207
1140	2320	M3221
1141	2319	M3222
1142	2325	M3223
1144	2326	M3224
1146	2328	M3227
1147	2329	M3229
1148	2331	M3228
1149	2330	M3231
1153	2324	M3237
1154	2335	M3235
1156	2336	M3234
1157	2338	M3238
1158	2339	M3239
1159	2340	M3243