



Airworthiness Directive

AD No.: 2022-0067

Issued: 13 April 2022

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: 27 April 2022

TCDS Number(s): EASA.R.009

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2017-0243 dated 06 December 2017, EASA AD 2018-0168R1 dated 18 December 2020 and EASA AD 2018-0284 dated 20 December 2018.

ATA 04 – Time Limits / Maintenance Checks – Airworthiness Limitations Section – Amendment

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.

Definitions:

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

The ALS: Airbus Helicopters (AH) "EC135 P1, P2, P3, T1, T2, T3, limited to CDS, CPDS, P2+, T2+ Chapter 04, Airworthiness Limitations Section (ALS)" and "EC135 P3H, T3H Chapter 04, Airworthiness Limitations Section (ALS)", both at Revision 002 dated 06 April 2021 status, as applicable.

The AMP: The approved Aircraft Maintenance Programme (AMP) on the basis of which the operator or the owner ensures the continuing airworthiness of each operated helicopter. For



helicopters operated under EU regulation, compliance with the approved AMP is required by Commission Regulation (EU) [1321/2014](#), Part M.A.301, paragraph (c).

New and/or more restrictive tasks: This includes all tasks that are new or for which a threshold or interval was reduced, which were introduced into the ALS (as defined in this AD) since the previous ALS revision that is currently incorporated in the AMP.

Reason:

The airworthiness limitations and/or certification maintenance instructions for AHD EC135 and EC635 helicopters, which are approved by EASA, are currently defined and published in the AH EC135 Chapter 04, Airworthiness Limitations Section. These instructions have been identified as mandatory for continued airworthiness.

Failure to accomplish these instructions could result in an unsafe condition.

Previously, EASA issued AD 2017-0243 to require accomplishment of the maintenance tasks as described in the applicable Master Servicing Manuals (MSM) Chapter 04 Revision 23 (at that time, listing the airworthiness limitations and/or certification maintenance instructions).

EASA also issued AD 2018-0168, later revised, introducing a life limit for tail rotor blades having part number L642A2002111, and AD 2018-0284, requiring a one-time inspection for certain main rotor actuators (MRA).

Since those ADs were issued, it was determined that repetitive inspections of MRA are necessary.

Consequently, AH published the ALS, as defined in this AD, taking over the applicable maintenance tasks and limitations from the previous MSM Chapter 04, and incorporating also new and/or more restrictive tasks and limitations.

For the reasons described above, this AD supersedes EASA AD 2018-0168R1 and AD 2018-0284, retains the requirements of EASA AD 2017-0243, which is superseded, and requires accomplishment of the actions specified in the ALS.

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

Required as indicated, unless accomplished previously:

Maintenance Tasks and Replacement of Life Limited Parts:

- (1) From the effective date of this AD, accomplish the following actions, as specified in the ALS, as applicable to helicopter model and depending on helicopter configuration:
 - (1.1) Replace each component before exceeding the applicable life limit, and
 - (1.2) Within the thresholds and intervals, accomplish all applicable maintenance tasks.



Corrective Action(s):

- (2) In case of finding discrepancies during accomplishment of any task as required by paragraph (1.2) of this AD, within the compliance time specified in the ALS, accomplish the applicable corrective action(s) in accordance with the applicable AH maintenance documentation. If no compliance time is identified in the ALS, accomplish the applicable corrective action(s) before next flight. If a detected discrepancy is not identified in the applicable Aircraft Maintenance Manual maintenance task, before next flight, contact AHD for approved instructions and accomplish those instructions accordingly.

AMP Revision:

- (3) Within 12 months after the effective date of this AD, revise the approved AMP by incorporating the limitations, tasks and associated thresholds and intervals described in the ALS, as applicable to helicopter model and depending on helicopter configuration.

Credit:

- (4) If, before the effective date of this AD, the AMP has been revised to incorporate the maintenance tasks and limitations as specified in a previous revision of the ALS, that action ensures the continued accomplishment of those tasks and limitations.

Consequently, for a helicopter to which that AMP applies, it is acceptable to accomplish the new and/or more restrictive tasks and limitations, as defined in this AD, as applicable to helicopter model and depending on helicopter configuration, within the compliance times as specified in the ALS to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the new and/or more restrictive tasks and limitations, as applicable to helicopter model and depending on helicopter configuration, into the AMP to comply with paragraph (3) of this AD.

Recording AD Compliance:

- (5) When the AMP of a helicopter has been revised as required by paragraph (3) or (4) of this AD, as applicable, that action ensures continued accomplishment of the tasks as required by paragraphs (1) and (2) of this AD for that helicopter. Consequently, after revising the AMP, as required by paragraph (3) or (4) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

Ref. Publications:

AH "EC135 P1, P2, P3, T1, T2, T3, limited to CDS, CPDS, P2+, T2+, Chapter 04, Airworthiness Limitations Section", Revision 002 dated 06 April 2021.

AH "EC135 P3H, T3H Chapter 04, Airworthiness Limitations Section", Revision 002 dated 06 April 2021.

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. This AD was posted 14 March 2022 as PAD 22-025 for consultation until 11 April 2022. No comments were received during the consultation period.
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://airbusworld.helicopters.airbus.com>;
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