

Airworthiness Directive

AD No.: 2026-0032

Issued: 19 February 2026

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: 05 March 2026

TCDS Number(s): EASA.R.009

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2024-0028R1 dated 15 April 2024.

ATA 64 – Tail Rotor – Tail Rotor Blades – Inspection

Manufacturer(s):

Airbus Helicopters (AH); 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: AH Emergency Alert Service Bulletin (EASB) EC135-64-11-0001 issue 003.

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 in accordance with AH instructions, 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.

After that AD was issued, AH developed a simplified optional inspection method (E – visual inspection), revised EASB EC135-64-11-0001 (now at issue 02) accordingly, introducing reduced inspection intervals for parts which have been inspected using inspection method E, and EASA issued AD 2024-0028R1 to add reference to the optional inspection method E, and related inspection intervals.

Since EASA AD 2024-0028R1 was issued, it has been determined that the inspection method A shall be discontinued, and that additional limitations shall be provided. AHD issued accordingly the ASB, as defined in this AD.

For the reason described above, this AD partially retains the requirements of EASA AD 2024-0028R1 which is superseded, and requires accomplishment of the repetitive inspections in accordance with the instructions of the ASB.

EASA AD 2026-0031 is issued concurrently with this AD, superseding EASA AD 2025-0113 and requiring repetitive inspections for tail rotor blade assembly P/N L642A2002121.

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 EASA AD 2024-0028-E], 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 Notes 1 and 2 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 1: 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.

Note 2: From the effective date of this AD, the inspection method A is no more acceptable to comply with the requirements of this AD. Reference to the inspection method A in Table 1, Table 2 and paragraph (3) of this AD is provided only for inspections accomplished before the effective date of this AD.

- (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 (see Note 2 of this AD)

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 3 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



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 3 of this AD)
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 3: 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.

Limitations:

- (3) From the effective date of this AD, it is allowed to accomplish an inspection of an affected part, as required by paragraph (1) or (2) of this AD, as applicable, in accordance with the instructions of the ASB, inspection method D (Fluorescent Penetrant Inspection - FPI) provided that (see Note 2 of this AD):
- No dye-penetrant inspection (inspection method A or B) has been accomplished on that affected part; or
 - After last accomplishment of a dye-penetrant inspection (inspection method A or B), an eddy current inspection (inspection method C) has been accomplished on that affected part.

Corrective Action(s):

- (4) 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:

- (5) For Group 1 and Group 2 helicopters: From the effective date of this AD, it is allowed to install an affected part on a helicopter, provided it is a serviceable part (see Note 4 of this AD) and, thereafter, it is inspected as required by paragraph (1) or (2) of this AD, as applicable.

Note 4: Following installation of an affected part on a Group 2 helicopter, that helicopter is effectively a Group 1 helicopter.

Terminating Action:

- (6) Replacing each affected part of a helicopter with a tail rotor blade assembly, eligible for installation in accordance with AH instructions, 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 5 of this AD).



Note 5: 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.

Credit:

- (7) Inspection(s) and corrective action(s), as applicable, accomplished on a helicopter before the effective date of this AD in accordance with the instructions of ASB EC135-64-11-0001 original issue or issue 002 are acceptable to comply with the requirements of paragraphs (1), (2) and (4) of this AD, as applicable, for that helicopter.

Ref. Publications:

AH Emergency ASB EC135-64-11-0001 issue 001 (original issue) dated 25 January 2024, issue 002 dated 04 April 2024 or issue 003 dated 05 February 2026.

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 19 March 2026. 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;
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