European Union Aviation Safety Agency

Airworthiness Directive

AD No.: 2025-0174R1

Issued: 22 September 2025

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:	Type/Model designation(s):
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC135 and EC635 helicopters

Effective Date:	Revision 1: 29 September 2025 Original issue: 19 August 2025
TCDS Number(s):	EASA.R.009
Foreign AD:	Not applicable
Revision:	This AD revises AD 2025-0174 dated 05 August 2025, which superseded EASA Emergency AD 2013-0289-E dated 06 December 2013.

ATA 53 – Fuselage – Rear Structure / Rear Frame – Inspection

Manufacturer(s):

Airbus Helicopters Deutschland GmbH (AHD), formerly Eurocopter Deutschland GmbH (ECD); Eurocopter España S.A.

Applicability:

EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, EC135 T3, EC635 P2+, EC635 T1 and EC635 T2+ helicopters, all variants, all serial numbers (s/n) up to 1276 inclusive, if equipped with mounting ring frame X9227 Part Number (P/N) L535H2120301, P/N L535H2120303 or P/N L535H2120304, except those having the frame reinforcement installed.

Definitions:

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

The ASB: Airbus Helicopters (AH) Alert Service Bulletin (ASB) EC135-53A-029 Revision 1.

Frame reinforcement: Frame reinforcement P/N L535H2100201 or P/N L535H2100202.

Reason:

The fuselage tail boom structure of the EC 135 / EC 635 type design is connected to the tail rotor "fenestron" housing by means of a ring frame, attached by two rivet rows. During a post-flight check, the pilot detected a crack which ran along three rivets across the ring frame.
This condition, if not detected and corrected, would gradually reduce the structural integrity of the tail boom fenestron attachment, potentially resulting in detachment of the fenestron and consequent loss of the helicopter.

To address this potential unsafe condition, ECD issued ASB EC135-53A-029 to provide instructions for inspection, and Safety Information Notice 2636-S-53, and EASA issued AD 2023-0289-E to require repetitive visual inspections of the ring frame X9227 and, depending on findings, accomplishment of applicable corrective action(s).

After that AD was issued, an additional occurrence of a crack running along six rivets of the ring frame was reported on a helicopter. Consequently, AHD revised the ASB EC135-53A-029 (now at Revision 1), reducing the interval for the repetitive inspections, and providing instructions to modify the helicopters by installing the frame reinforcement. The ASB, as defined in this AD, is also applicable to EC135 P3 and EC135 T3 helicopters, as it has been determined that certain helicopters might be affected.

Consequently, EASA issued AD 2025-0174, retaining the requirements of EASA AD 2013-0289-E, which was superseded, expanding the Applicability to EC135 P3 and EC135 T3 models, introducing a reduced interval for the repetitive inspection, and additionally requiring modification of helicopters, which constitutes terminating action for the repetitive inspections.

Since that AD was issued, it has been determined that the compliance time for the modification of helicopters can be extended. This AD is revised accordingly.

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) Before exceeding 100 flight hours (FH) since first flight of the helicopter, or within 25 FH after 19 August 2025 [the effective date of the original issue of this AD], whichever occurs later, but not exceeding 50 FH since last inspection accomplished before 19 August 2025 [the effective date of the original issue of this AD] in accordance with the instructions of ECD ASB EC135-53A-029 original issue, and, thereafter, at intervals not to exceed 25 FH, inspect the ring frame X9227 connecting the rear structure tube with the fenestron housing in accordance with the instructions of section 3.B of the ASB (see Note 1 of this AD).

Note 1: A non-cumulative tolerance of 5 FH may be applied to the 25 FH interval as specified in paragraph (1) of this AD to allow synchronization of the required inspections with other maintenance tasks.

Corrective Action(s):

(2) If, during any inspection as required by paragraph (1) of this AD, cracks are detected as specified in section 3.B of the ASB, before next flight, contact AHD for approved repair instructions and accomplish those instructions accordingly.

Modification:

(3) Within 23 months after 19 August 2025 [the effective date of the original issue of this AD], modify the helicopter in accordance with the instructions of AH SB EC135-53-030.

Terminating Action:

(4) Accomplishment of approved repair instructions on a helicopter as required by paragraph (2) of this AD does not constitute terminating action for the repetitive inspections required by paragraph (1) of this AD for that helicopter, unless otherwise stated in those instructions.

(5) Modification of a helicopter as required by paragraph (3) of this AD constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that helicopter.

Ref. Publications:

AH ASB EC135-53A-029 revision 1 dated 31 July 2025.

AH SB EC135-53-030 original issue dated 26 March 2014, or revision 01 dated 12 May 2014.

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. 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 02 September 2025. 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;
Web portal: https://airbusworld.helicopters.airbus.com/
E-mail: customersupport.helicopters@airbus.com.