



European Union Aviation Safety Agency

Airworthiness Directive

AD No.: 2026-0031

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 2025-0113 dated 15 May 2025.

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 Alert Service Bulletin (ASB) EC135-64-11-0003 issue 002.

Affected part: Tail rotor blade (TRB) assembly Part Number (P/N) L642A2002121.

Serviceable part: TRB assembly, eligible for installation in accordance with AH instructions, which is not an affected part; or an affected part that accumulated less than 1 432 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.



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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 helicopters are EC135 P1, EC135 P2, EC135 P2+, EC135 T1, EC135 T2, EC135 T2+, EC635 P2+, EC635 T1 and EC635 T2+ helicopters.

Group B helicopters 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 TRB assembly. Further investigation determined that certain TRB assemblies can be subject to intergranular corrosion, possibly leading to cracks.

This condition, if not detected and corrected could lead to rupture of TRB assemblies, possibly resulting in reduced control of the helicopter.

To address this potential unsafe condition, AH issued EASB EC135-64-11-0001 to provide instructions for repetitive inspection of those TRB assemblies, and EASA issued Emergency AD 2024-0028-E, later revised, to require repetitive inspection of those parts and, depending on findings, replacement.

After that AD was issued, it has been determined that also TRB assemblies having P/N L642A2002121 can be subject to intergranular corrosion; AH issued ASB EC135-64-11-0003 issue 001 accordingly, providing instructions to accomplish inspections of the affected parts using different methods, and EASA issued AD 2025-0113 to require repetitive inspection of the affected parts and, depending on findings, replacement. That AD also provides additional requirements for installation of affected parts.

Since EASA AD 2025-0113 was issued, it has been determined that one of the inspection methods (method A) described in the ASB EC135-64-11-0003 issue 001 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 2025-0113, which is superseded, and requires accomplishment of the repetitive inspections in accordance with the instructions of the ASB.

EASA AD 2026-0032 is issued concurrently with this AD, superseding EASA AD 2024-0028R1; tail rotor blade assembly, having P/N L642A2002111 or P/N L642A2002112, must be inspected as required by that AD.

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 1 432 FH since first installation on a helicopter, and, thereafter, at intervals not exceeding the value as specified in Table 1 of this AD, as applicable depending on helicopter model, inspect that affected part in accordance with the instructions of the ASB.

Table 1 – Inspection Interval

Helicopter Model	Interval, FH
Group A	30
Group B	20

(2) For Group 1 and Group 2 helicopters: From the effective date of this AD, following the installation of an affected part, having accumulated 1 432 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

Last installed on:	To be installed on:	Time (FH since last inspection as required by this AD)	Interval (FH since last inspection as required by this AD) (see Note 1 of this AD)
Group A	Group A	More than 0 or unknown	30
Group A	Group B	More than 0 or unknown	20
Group B or unknown	Group A	More than 0 or unknown	20
Group B or unknown	Group B	More than 0 or unknown	20
Group A	Group A	0	30
Group A	Group B	0	20
Group B or unknown	Group A	0	30
Group B or unknown	Group B	0	20



Note 1: 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.

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.

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 paragraph (3) of this AD is provided only for inspections accomplished before the effective date of this AD.

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 3 of this AD) and, thereafter, it is inspected as required by paragraph (1) or (2) of this AD, as applicable.

Note 3: 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 TRB 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 4 of this AD).

Note 4: Following replacement of each affected part of a helicopter with TRB 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 AH ASB EC135-64-11-0003 original issue are acceptable to comply with the requirements of paragraphs (1), (2) and (4) of this AD, as applicable, for that helicopter.



Ref. Publications:

AH ASB EC135-64-11-0003 issue 001 (original issue) dated 31 March 2025 and issue 002 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;
Web portal: <https://airbusworld.helicopters.airbus.com/>
E-mail: customersupport.helicopters@airbus.com.

