Airworthiness Directive

AD No.: 2018-0063

Issued: 22 March 2018

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 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, 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 agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:
AIRBUS HELICOPTERS DEUTSCHLAND GmbH

Type/Model designation(s):
EC135 and EC635 helicopters

Effective Date: 05 April 2018

TCDS Number(s): EASA.R.009

Foreign AD: Not applicable

Supersedure: None

ATA 67 – Rotors Flight Control – Cyclic Stick – Modification

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 P3, EC635 T1, EC635 T2+ and EC635 T3 helicopters, all variants,
all serial numbers (s/n) up to 1263 inclusive and s/n 1265, if equipped with autopilot,
and s/n 2001 up to 2024 inclusive, except s/n 2006, 2008, 2013, 2017, 2019, 2020 and 2022.

Reason:
As a result of reassessment of the flight control system, it has been determined that uncommanded disengagement of the main rotor trim actuators, during flight with autopilot engaged and hands-off controls, could lead to high roll and pitch rates, which would require pilot intervention within a reaction time below that required by the current airworthiness standard.

This condition, if not corrected, could lead to loss of control of the helicopter.

To address this possible unsafe condition, Airbus Helicopters (AH) issued Alert Service Bulletin (ASB) EC135-67A-032 and ASB EC135H-67A-003 (hereinafter collectively referred to as 'the applicable ASB' in this AD), providing instructions to install a weight compensation for the cyclic stick.

For the reason described above, this AD requires modification of affected helicopters.

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

Required as indicated, unless accomplished previously:

Modification:

Within 7 months after the effective date of this AD, modify the helicopter in accordance with the instructions of the applicable ASB.

Ref. Publications:

AH ASB EC135-67A-032 original issue dated 07 February 2018.

AH ASB EC135H-67A-003 original issue dated 07 February 2018, and Revision 1 dated 16 February 2018.

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 on 13 February 2018 as PAD 18-021, and republished on 20 February 2018 as PAD 18-021R1 for consultation until 13 March 2018. The Comment Response Document can be found in the EASA Safety Publications Tool, in the 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. For any question concerning the technical content of the requirements in this AD, please contact:
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   86607 Donauwörth, Federal Republic of Germany
   Telephone: + 49 (0)151 1422 8976; Facsimile: + 49 (0)906 71 4111.
   Web portal: https://keycopter.airbushelicopters.com > Technical Requests Management
   E-mail: customersupport.helicopters@airbus.com