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| 国空機第 515 号                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  | 整理<br>番号 | TCD-10487A-2025 |
| <p style="text-align: center;">耐 空 性 改 善 通 報</p> <p>令和 7 年 11 月 26 日</p> <p style="text-align: center;">適用航空機の所有者各位</p> <p style="text-align: right;">国土交通省航空局長      宮 澤 康 一<br/>( 公 印 省 略 )</p> <p>1. 第 2 項の航空機又はその装備品等の安全性又は環境適合性を確保するため、第 3 項の整備又は改造作業等の実施が必要であると認められますので通報します。</p> <p>なお、本通報による作業が実施されないときは、航空法第 14 条の 3 第 1 項に基づく整備改造命令を発出し、又は同法第 134 条第 2 項に規定された立入検査を実施のうえ、同法第 14 条の 3 第 2 項の規定により耐空証明の効力を停止し、若しくは有効期間を短縮し、若しくは同法第 10 条第 3 項（同法第 10 条の 2 第 2 項において準用する場合を含む。）の規定により指定した事項を変更する場合があります。</p> <p>また、本通報により実施した作業については、同法第 58 条第 2 項に定めるとおり航空日誌に記載することが求められます。</p> |  |          |                 |

## 2. 適用航空機

エアバス・ヘリコプターズ(ユーロコプター) 式 EC135 P1、EC135 P2、EC135 P2+、EC135 P3、EC135 T1、EC135 T2、EC135 T2+、EC135 T3、EC635 P2+、EC635 P3、EC635 T1、EC635 T2+及び EC635 T3 型：製造番号が 1999 までのもの

## 3. 適用項目

テール・ローター・コントロール系統の機能に支障が生じることにより、機体の操縦性が失われる不具合を防止するため、既に実施した場合を除き、第 3.1 項から第 3.4 項までに従うこと。

3.1 本通報発効後、別添 1 EASA AD 2025-0260（以下「AD」という。）の Definitions 項及び Required Action(s) and Compliance Time(s)項に従って、初回及び繰り返し検査並びに報告並びに必要なに応じ交換又は処置を実施すること。

ただし、AD 中「15 May 2025 [the effective date of EASA AD 2025-0108]」とあるのは「令和 7 年 5 月 10 日（耐空性改善通報 TCD-10487-2025 の発効日）」と、「the effective date of this AD」とあるのは「本通報発効日」（第 4.1 項による。）とそれぞれ読み替えるものとする。

3.2 第 3.1 項による初回検査実施後 2 日以内に、当該検査の結果を、別添 2 の様式に従って航空機技術審査センター所長に報告すること。

3.3 第 3.1 項による繰り返し検査の結果、不具合が発見された場合にあっては、当該検査の実施後 2 日以内に、当該検査の結果を、別添 3 の様式に従って航空機技術審査センター所長に報告すること。

3.4 本通報による処置を他の同等な方法で実施する場合には、航空局長の承認が必要である。ただし、AD に係る同等な方法として EASA の承認を受けている SB 等に従って処置を実施する場合（運用限界の変更を伴う場合を除く。）には、航空局長への届出でよい。

#### 4. 備考

4.1 本通報は、令和 7 年 12 月 2 日から発効する。

4.2 本通報により、耐空性改善通報 TCD-10487-2025（令和 7 年 5 月 10 日発効）を廃止する。

4.3 本通報は、EASA AD 2025-0260 による。

4.4 本通報の送付を受けた者は、参考配布を除き、令和 7 年 12 月 10 日までに、適用項目に関する実施状況を記載した報告書を、前任航空機検査官又は駐在航空機検査長に提出すること。記載要領、様式及び提出先については、航空機検査業務サーキュラーNo.3-003 に従うこと。

4.5 次に掲げる文書（その承認された改訂版を含む。）は、本件に関するものである。

- ・ Airbus Helicopters (AH) Alert Service Bulletin (ASB) EC135-67-24-0001 issue 001 (original issue) dated 08 May 2025 and issue 002 dated 23 October 2025.

4.6 本通報の送付を受けた者で、当該航空機を所有しているが使用者が異なり、耐空性改善通報報告書を使用者から提出する場合には、直ちに本通報を使用者に回送すること。



## Airworthiness Directive

**AD No.:** 2025-0260

**Issued:** 25 November 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:** 02 December 2025

**TCDS Number(s):** EASA.R.009

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2025-0108 dated 08 May 2025.

### ATA 67 – Rotors Flight Control – Ball Bearing Control System – Inspection

**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 serial numbers (s/n) up to 1999 inclusive.

**Definitions:**

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

**The ASB:** Airbus Helicopters (AH) Alert Service Bulletin (ASB) EC135-67-24-0001 issue 002.

**Affected part:** Ball pivot, Part Number (P/N) 92-201-00 and P/N 92-207-00; Yaw actuator assembly P/N L672M2005104, P/N L672M2005105 and P/N L672M2005106; Control rod P/N L672M2006101 and P/N L672M2006102.

**Serviceable part:** An affected yaw actuator assembly or an affected control rod which is new (never previously installed on any helicopter); or an affected part that, before installation, passed a 'One-



time inspection' (no discrepancy detected, or discrepancies rectified) as identified in, and in accordance with the instructions of, the ASB, as applicable.

**Groups:** Group 1 helicopters are those that have at least one affected control rod installed. Group 2 helicopters are those that are not Group 1 helicopters.

**Reason:**

An occurrence was reported where the pilots lost the tail rotor controls after hearing a noise from the rear of the helicopter. Subsequent investigation identified a broken control rod of the yaw actuator.

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

To address this potential unsafe condition and to collect fleet data to support the investigation, AH issued ASB EC135-67-24-0001 at original issue, providing instructions for a one-time inspection of the affected parts, and EASA issued AD 2025-0108, to require a one-time inspection of the affected parts, and reporting of the inspection results to AHD.

Since that AD was issued, AH developed a repetitive inspection of the ball pivot, and published the ASB, as defined in this AD, to provide applicable instructions.

For the reason described above, this AD retains the requirements of EASA AD 2025-0108, which is superseded, additionally requires repetitive inspections of the ball pivot and, depending on findings, corrective actions.

**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:

**Inspection(s):**

- (1) For Group 1 helicopters: Within 50 flight hours or 3 months, whichever occurs first after 15 May 2025 [the effective date of EASA AD 2025-0108], accomplish the 'One-time inspection' as identified in, and in accordance with the instructions of, the ASB (see Note 1 of this AD).

Note 1: The instructions of the ASB include measurements of several dimensions. Accomplishment of those measurements is required by paragraph (1) of this AD, and reporting of the measurement results is required by paragraph (7) of this AD. Accomplishment and reporting of the results of those measurements is required for data collection, and no corrective action is defined after those measurements.

**Repetitive Inspection(s):**

- (2) For Group 1 helicopters: Within 3 months after the inspection as required by paragraph (1) of this AD, or within 30 days after the effective date of this AD, whichever occurs later, and, thereafter, at intervals not exceeding 3 months, accomplish the 'Repetitive inspection' of the ball pivot as identified in, and in accordance with the instructions of, the ASB (see paragraph (3) and Note 2 of this AD).



- (3) If, during the 3 months after accomplishment of the 'One-time inspection', or of a 'Repetitive inspection', as required by paragraph (1) or (2) of this AD, as applicable, a helicopter is not operated in a 'corrosive environment', as defined in the ASB, the next inspection for that helicopter, as required by paragraph (2) of this AD, may be deferred up to 6 months after the accomplishment of the 'One-time inspection', or of that 'Repetitive inspection', as applicable (see Note 2 of this AD).

Note 2: A non-cumulative tolerance of 7 days may be applied to the 3-month interval specified in paragraph (2) of this AD to allow synchronization of the required inspections with other maintenance tasks, for which a tolerance is already granted in the applicable Maintenance Manual. A non-cumulative tolerance of 14 days may be applied to the 6-month interval specified in paragraph (3) of this AD to allow synchronization of the required inspections with other maintenance tasks, for which a tolerance is already granted in the applicable Maintenance Manual.

#### **Corrective Action(s):**

- (4) If, during any inspection as required by paragraph (1) or (2) of this AD, any discrepancy, as defined in the ASB, is detected, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the ASB (see Note 1 of this AD).

#### **Part(s) Installation:**

- (5) For Group 1 helicopters: From the effective date of this AD, it is allowed to install an affected part on a helicopter, provided that it is a serviceable part, as defined in this AD.
- (6) For Group 2 helicopters: From the effective date of this AD, it is allowed to install an affected control rod on a helicopter, provided that it is a serviceable part, as defined in this AD. After that installation, the helicopter is a Group 1, and the actions required by paragraphs (2), (3), (4) and (5) of this AD, as applicable, must be accomplished on that helicopter.

#### **Reporting:**

- (7) Within 15 days after the accomplishment of the inspection as required by paragraph (1) of this AD, or after 15 May 2025 [the effective date of EASA AD 2025-0108], whichever occurs later, report the inspection results, including no findings, to AHD. The ASB provides instructions for reporting which constitute an acceptable method to comply with this requirement (see Note 1 of this AD).

#### **Credit:**

- (8) Inspections and corrective actions, as applicable, accomplished on a helicopter before the effective date of this AD in accordance with the instructions of AH ASB EC135-67-24-0001 issue 001 are acceptable to comply with the requirements of paragraphs (1) and (4) of this AD, as applicable, for that helicopter.

#### **Ref. Publications:**

AH ASB EC135-67-24-0001 issue 001 (original issue) dated 08 May 2025 and issue 002 dated 23 October 2025.

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. This AD was posted on 27 October 2025 as PAD 25-165 for consultation until 10 November 2025. 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](mailto: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.
4. 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](mailto:customersupport.helicopters@airbus.com).

