



ÚŘAD PRO CIVILNÍ LETECTVÍ
ČESKÁ REPUBLIKA
Sekce technická

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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: CAA-AD-067/2003

Datum vydání: 18. července 2003

Eurocopter Deutschland
EC 135

VRTULNÍK – NÁHON HLAVNÍHO ROTORU – KONTROLA

Týká se: vrtulníků EC 135 vyrobených firmou Eurocopter Deutschland všech modelů a výrobních čísel.

Důvod vydání: objeveny trhliny na „Torque Struts“.

Datum účinnosti: 21. srpna 2003.

Provést v termínech:

Jak je popsáno v LBA AD 2001-107/3 od data účinnosti tohoto PZZ.

Postup provedení prací:

Dle LBA AD 2001-107/3 (příloha tohoto PZZ).

Poznámky:

- Provedení tohoto PZZ musí být zapsáno do letadlové knihy.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická – Ing. B. Fiala.
- Pokud to vyžaduje povaha tohoto PZZ, musí být zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.
- Tento PZZ byl vypracován na základě LBA AD 2001-107/3, který nahrazuje LBA AD 2001-107/2.

Ing. Pavel MATOUŠEK
ředitel

**Airworthiness Directive
Luftfahrt-Bundesamt**

Airworthiness Directive Section
Hermann-Blenk-Str. 26
38108 Braunschweig
Federal Republic of Germany

2001-107/3

Effective Date: August 21, 2003

Eurocopter Deutschland

Affected:

Kind of aeronautical product: Helicopter
Manufacturer: Eurocopter Deutschland, Ottobrunn, Germany
Type: EC 135
Models affected: all
Serial numbers affected: all
German Type Certificate No.: 3061

Subject:

Main Rotor Drive - Torque Struts - Visual inspection for cracks

Reason:

During a helicopter flight, an isolated thump-like sound was heard and was followed later by unusual vibrations. It was found that the attachment between the tensile stress-loaded torque strut located on the RC side of the main transmission and the fuselage structure had ruptured. For such cases, the emergency stop, fitted to the fuselage structure to provide redundancy back-up, takes over or will have already taken over the function of the torque strut. Under such conditions however, there is a danger, that the emergency stop could become worn and ineffective if it is kept in operation for a long period without the torque strut.

Action:

Carry out necessary crack inspection, marking, exchange and reduction of life limit of the torque struts in accordance with the instructions of the Alert Service Bulletin.

Compliance:

Perform the actions, following the effective Date of AD-No. 2001-107 dated March 13, 2001, in accordance with the specification of the Alert Service Bulletin.
Before the next flight: inform the pilots about the contents of this AD and the Alert Service Bulletin.

Technical publication of the manufacturer:

Eurocopter Deutschland Alert Service Bulletin No. ECD 135-63A-002 Revision 4 dated July 07, 2003 which becomes herewith part of this AD and must be obtained from Messrs.:

Eurocopter Deutschland
P.O. Box
81663 München
Federal Republic of Germany
Phone: + 49 (0) 89 6000-9137 Fax: + 49 (0) 89 6000 6060

Note:

This AD supersedes the AD-No. 2001-107/2 dated September 19, 2002.

Holders of affected aircraft registered in Germany have to observe the following:

Action has to be accomplished by the owner of the aircraft or an approved service station and to be checked and entered in the log book by a licensed inspector.

As a result of the a.m. deficiencies, the airworthiness of the aircraft is affected to such an extent that after the expiry of the a.m. dates the aircraft may be operated only after proper accomplishment of the prescribed actions.

In the interest of aviation safety outweighing the interest of the receiver in a postponement of the prescribed actions, the immediate compliance with this AD is to be directed.

An appeal to this notice may be raised within a period of one month following notification. Appeals are to be raised with the Luftfahrt-Bundesamt, Hermann-Blenk-Str. 26, 38108 Braunschweig, in writing or for the purpose of drawing up minutes.

Enquiries regarding this Airworthiness Directive should be referred to Mr. Olaf Schneider, Airworthiness Directive Section at the above address,

fax-no. 0049 531/2355-720. Please note, that in case of any difficulty, reference should be made to the German issue!