


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2007-0313</b></p> <p><b>Date: 21 December 2007</b></p>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.		
<b>Type Approval Holder's Name :</b>	<b>Type/Model designation(s) :</b>	
EUROCOPTER DEUTSCHLAND GmbH	EC135 and EC635 helicopters	
TCDS Number: EASA R.009		
Foreign AD: Not applicable		
Supersedure: This Airworthiness Directive (AD) supersedes Emergency AD 2007-0301-E dated 13 December 2007		
<b>ATA 67</b>	<b>Rotors Flight Control – Tail Rotor Control Rod and Ball Pivot – Inspection/Replacement</b>	
<b>Manufacturer(s):</b>	Eurocopter Deutschland GmbH	
<b>Applicability:</b>	EC135 and EC635 series helicopters, all models, serial numbers 0005 through 0444, except those equipped with autopilot.	
<b>Reason:</b>	<p>An accident recently occurred with an EC135 helicopter in Japan. Preliminary investigation results appear to indicate that loss of control was due to failure of the tail rotor control rod. Eurocopter Deutschland (ECD) has issued an Alert Service Bulletin (ASB) to address this unsafe condition, instructing operators to inspect the affected control rod and the respective attachments.</p> <p>To prevent further occurrences of this kind, EASA issued Emergency AD 2007-0301-E to require the inspection and, if found damaged, the replacement of the tail rotor control rod and ball pivot. After receipt of the inspection results of that AD, it became apparent that a recurring inspection has to be introduced and the ECD ASB has been revised accordingly.</p> <p>For the reasons described above, the present EASA AD retains the initial inspection and replacement requirements of Emergency AD 2007-0301-E, which is superseded, and adds a repeat inspection of these same parts.</p>	
<b>Effective Date:</b>	04 January 2008	
<b>Compliance:</b>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the next 5 Flight Hours (FH) or 5 days, whichever occurs first after 14 December 2007 [the effective date of AD 2007-0301-E], inspect the control rod area next to the Smart Electro-mechanical Actuator (SEMA) and the adjoining ball pivot in accordance with the instructions of ECD EC135 ASB</p>	

	<p>No. EC135-67A-017;</p> <p>(2) Thereafter, at intervals not to exceed 50 FH, inspect the control rod and ball pivot in accordance with the instructions of ECD ASB EC135-67A-017;</p> <p>(3) If signs of damage are detected on the control rod and/or on the ball pivot during any inspection as required by paragraph (1) and (2) of this AD, before next flight, replace the affected components and inform ECD customer service, address indicated in the 'Remarks' section of this AD.</p>
Ref. Publications:	<p>Eurocopter Deutschland (ECD) EC 135 ASB No. EC135-67A-017 Revision 1 dated 21 December 2007.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can accept Alternative Method of Compliance for this AD.</li> <li>2. Required actions and the risk assessment have warranted the immediate adoption of this Final AD with request for comments.</li> <li>3. Enquiries regarding this AD should be referred to the AD Focal Point – Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a></li> <li>4. For any questions concerning the technical content of the requirements in this AD, please contact: Eurocopter Deutschland GmbH P.O. Box 80 11 40 81663 München Federal Republic of Germany Phone: + 49 (0) 151 14 22 89 76 Fax: + 49 (0) 906 71-4111</li> </ol>