



ÚŘAD PRO CIVILNÍ LETECTVÍ
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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: 2008-0113

Datum účinnosti: 24. června 2008

Eurocopter Deutschland GmbH
EC135, EC635, MBB-BK 117 C-2


Tento PZZ je vydáván pro výrobek transferovaný pod působnost EASA

Na základě rozhodnutí EASA je následující Příkaz k zachování letové způsobilosti závazný pro všechny výrobky provozované v EU, na které se daný PZZ vztahuje.

Provedení PZZ, který se vztahuje podle typu a výrobního čísla na výrobek je pro provozovatele/vlastníka letadla zapsaného do leteckého rejstříku závazné. Neprovedením PZZ ve stanoveném termínu dojde ke ztrátě letové způsobilosti výrobku.

Poznámky:

- Provedení tohoto PZZ musí být zapsáno do provozní dokumentace letadla.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická.
- Pokud to vyžaduje povaha tohoto PZZ, musí být zpracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.

EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2008-0113</p> <p>Date: 10 June 2008</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p>Type Approval Holder's Name :</p> <p>Eurocopter Deutschland GmbH</p>	<p>Type/Model designation(s) :</p> <p>EC135 and EC635 series helicopters and MBB-BK 117 C-2 helicopters</p>
<p>TCDS Number : EASA R.009 and R.010</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure : None</p>	
<p>ATA 67 Rotors Flight Control – Cyclic-Stick Locking Device – Modification</p>	
<p>Manufacturer(s): Eurocopter Deutschland GmbH</p>	
<p>Applicability:</p> <ul style="list-style-type: none"> - MBB-BK 117 C-2 helicopters, serial number (s/n) 9004 through 9230 inclusive, and - EC135 and EC635 series helicopters, all models, s/n 0005 through 0699 inclusive, except s/n 0028, 0076, 0093, 0098, 0099, 0102, 0104, 0106, 0108, 0110, 0111, 0113, 0114, 0116, 0117 and 0119. 	
<p>Reason:</p> <p>There have been several cases reported where take-off was executed with a locked cyclic stick. A locked cyclic stick may lead to loss of control of the helicopter. In order to prevent any further occurrences of inadvertent take-off with a locked cyclic stick, Eurocopter Deutschland (ECD) has developed a modification of the cyclic stick cantilever. After modification, locking of the cyclic stick is no longer possible. The cyclic stick can only be centered in its neutral position.</p> <p>For the reasons described above, this EASA AD requires the modification of the cyclic stick locking/centering device and the amendment of the applicable Rotorcraft Flight Manual (FLM).</p>	
<p>Effective Date: 24 June 2008</p>	

<p>Required action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Not later than 31 July 2008, modify the cyclic stick locking/centering device by removing the slide and spring from the cyclic stick cantilever in accordance with the instructions of ECD Alert Service Bulletin (ASB) MBB BK 117C-2-67A-008 or ASB EC135-67A-015, as applicable to the helicopter type.</p> <p>(2) Concurrent with the modification as required by paragraph (1) of this AD, amend the FLM by inserting the following note:</p> <p>NOTE: Before starting the engines, the cyclic stick must be moved to its neutral position. By folding up the cantilever to the pin, it is possible to move the cyclic stick into its neutral position and to center it. A locking of the cyclic stick is no longer possible.</p> <p>This may be accomplished by inserting a copy of this AD into the FLM, or by FLM page(s) supplied by ECD.</p>
<p>Ref. Publications:</p>	<p>Eurocopter Deutschland GmbH ASB MBB BK117C-2-67A-008 and ASB EC135-67A-015, both dated 14 April 2008.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 23 May 2008 as PAD 08-062 for consultation until 06 June 2008. The Comment Response Document can be found at http://ad.easa.europa.eu. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 4. For any question 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; Telephone: + 49 (0) 151 14 22 89 76; Facsimile: + 49 (0) 906 71-4111