



# ÚŘAD PRO CIVILNÍ LETECTVÍ

SEKCE TECHNICKÁ

## PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

**Číslo: 2008-0206**

Datum účinnosti: 09. prosince 2008

**EUROCOPTER DEUTSCHLAND GmbH  
BO 105, MBB-BK 117**

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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.

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*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 zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.

<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2008-0206</b></p> <p><b>Date: 25 November 2008</b></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><b>Type Approval Holder's Name :</b></p> <p>Eurocopter Deutschland GmbH</p>	<p><b>Type/Model designation(s) :</b></p> <p>BO 105 and MBB-BK 117 helicopters</p>	
<p>TCDS Numbers : Germany No.3025, United Kingdom No. FR.3, EASA.R.010</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure : None</p>		
<p><b>ATA 64</b></p>	<p><b>Tail Rotor – Balance Weights &amp; Control Lever – Inspection / Replacement</b></p>	
<p>Manufacturer(s):</p>	<p>Eurocopter Deutschland GmbH; Eurocopter Hubschrauber GmbH; Messerschmitt-Bölkow-Blohm GmbH</p>	
<p>Applicability:</p>	<p>Models BO 105 A, BO 105 C, BO 105 LS A-1, BO 105 D, BO 105 DS, BO 105 DB, BO 105 DBS, BO 105 DB-4, BO 105 DBS-4, BO 105 DBS-5 and BO 105 S helicopters, all serial numbers, and</p> <p>Models MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2 and MBB-BK 117 C-1 helicopters, all serial numbers.</p>	
<p>Reason:</p>	<p>During a periodical inspection, corrosion was detected on the tail rotor balance weights in the area of the attachment thread. This condition, if not detected and corrected, could lead to failure of the threads, possibly resulting in separation of tail rotor parts, subsequent severe tail rotor vibration and consequent loss of control of the helicopter.</p> <p>For the reasons described above, this new EASA AD requires repetitive visual inspections of the tail rotor balance weights and control levers to identify any damage and the replacement of damaged components.</p>	
<p>Effective Date:</p>	<p>09 December 2008</p>	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within the next 2 months or 100 flight hours (FH), whichever occurs first after the effective date of this AD, and thereafter at intervals not to exceed 600 FH (+ 60 FH) or 48 months (+ 6 months), whichever occurs first, inspect the tail rotor balance weights and control levers in accordance with the instructions of Eurocopter Deutschland (ECD) BO105 Alert Service Bulletin (ASB) No. ASB BO105-30-116 or ECD BK117 ASB No. ASB-MBB-BK117-30-113, as applicable to helicopter type.</li> <li>(2) If, during any inspection as required by paragraph (1) of this AD, damage is detected which exceeds the acceptable limits as specified in the ASB, before next flight, replace the affected components with serviceable parts.</li> <li>(3) Replacement of parts does not constitute terminating action for the repetitive inspection requirements of this AD.</li> </ol>
<p>Ref. Publications:</p>	<p>Eurocopter Deutschland GmbH BO105 ASB No. ASB BO105-30-116 and BK117 ASB No. ASB-MBB-BK117-30-113, both dated 23 September 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"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 09 October 2008 as PAD 08-115 for consultation until 30 October 2008. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu">http://ad.easa.europa.eu</a>.</li> <li>3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>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</li> </ol>