



### PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

**Číslo: 2010-0049 Correction**

Ruší EASA AD 2009-0079

Účinnost od: 02. dubna 2010

**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.: 2010-0049</b>  <b>[Corrected: 24 March 2010]</b></p> <p><b>Date: 19 March 2010</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 : EASA.R.010, EASA.R.011</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure : This AD supersedes EASA AD 2009-0079 dated 01 April 2009.</p>		
<b>ATA 67</b>	<b>Rotors Flight Control – Cyclic-Stick Locking Device – Modification</b>	
<p><b>Manufacturer(s):</b></p>	<p>Eurocopter Deutschland GmbH, Eurocopter Hubschrauber GmbH, Messerschmitt-Bölkow-Blohm GmbH, Messerschmitt-Bölkow-Blohm Helicopter Canada Limited, Eurocopter Canada Limited.</p>	
<p><b>Applicability:</b></p>	<p>BO 105 A, BO 105 C, BO 105 D, BO 105 LS A-1, BO 105 LS A-3 and BO 105 S helicopters, all variants, all serial numbers, and</p> <p>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><b>Reason:</b></p>	<p>There have been several cases reported where take-off was executed with a locked cyclic stick on EC135 series helicopters. EASA AD 2008-0113 was issued to address and correct this problem. The Stick Locking Device as installed on BO 105 and MBB-BK 117 rotorcraft types has a similar function. Trying to take off with a locked cyclic stick may lead to loss of control of the helicopter.</p> <p>Although no recent reports of take-off with a locked cyclic stick have been received concerning BO 105 or MBB-BK 117 helicopters, to prevent such occurrences, 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 centred in its neutral position.</p> <p>For the reasons described above, EASA AD 2009-0079 was issued to require modification of the cyclic stick locking/centering device and the amendment of the applicable Rotorcraft Flight Manual (FLM).</p> <p>Since that AD was issued, the Model BO 105 LS A-3, which until recently was a Canadian type design owned by Eurocopter Canada, has been transferred to the ownership of Eurocopter Deutschland. Concurrently, the State of Design</p>	

	<p>responsibilities for the continued airworthiness of these helicopters was transferred to EASA.</p> <p>The unsafe condition addressed by EASA AD 2009-0079 also affects BO 105 LS A-3 helicopters, but no corresponding AD had been issued by Transport Canada prior to the type transfer taking place in June 2009.</p> <p>Consequently, this new EASA AD retains the requirements of AD 2009-0079, which is superseded, and adds the BO 105 LS A-3 helicopters to the Applicability.</p> <p>This AD has been republished to correct the Applicability, making this consistent with the certified Models as specified in the TCDS EASA.R.011.</p>
Effective Date:	02 April 2010
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p><b>Re-statement of the requirement of AD 2009-0079</b>, applicable to all helicopters affected by this new AD, except the model BO 105 LS A-3:</p> <p>(1) Within 6 months after 15 April 2009 [the effective date of AD 2009-0079], modify the cyclic stick locking/centering device by removing the spring from the cyclic stick lock in accordance with the instructions of ECD Alert Service Bulletin (ASB) ASB-MBB-BK117-40-113 or ASB BO105-40-106, as applicable to the helicopter type.</p> <p><b>New requirement of this AD</b>, only for model BO 105 LS A-3 helicopters:</p> <p>(2) Within 6 months after the effective date of this AD, modify the cyclic stick locking/centering device by removing the spring from the cyclic stick lock in accordance with the instructions of Eurocopter Canada Limited ASB BO105 LS 40-10.</p> <p><b>Applicable to all helicopters:</b></p> <p>(3) Concurrent with the modification as required by paragraph (1) or (2) of this AD, as applicable to helicopter type and model, amend the FLM by inserting the following note:</p> <p>NOTE: Move cyclic stick in its neutral position before the engines are started. The neutral position and the centering of the cyclic stick can be achieved by folding down the holder assy. 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>
Ref. Publications:	<p>Eurocopter Deutschland ASB-MBB-BK117-40-113 dated 22 December 2008.</p> <p>Eurocopter Deutschland ASB BO105-40-106 dated 19 December 2008.</p> <p>Eurocopter Canada Limited ASB-BO 105 LS 40-10 dated 08 May 2009.</p> <p>The use of later approved revisions of these documents 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 approve Alternative Methods of Compliance for this AD.</li> <li>2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication.</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, Industriestrasse 4, 86607 Donauwörth, Federal Republic of Germany. Telephone: + 49 (0) 151 14 22 89 76, Facsimile: + 49 (0) 906 71-4111.</li> </ol>