



ÚŘAD PRO CIVILNÍ LETECTVÍ

SEKCE TECHNICKÁ

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: 2010-0154

Ruší EASA AD 2009-0093-E

Účinnost od: 27. srpna 2010

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

EASA	AIRWORTHINESS DIRECTIVE	
	AD No.: 2010-0154	
	Date: 13 August 2010	
<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>		
Type Approval Holder's Name :	Type/Model designation(s) :	
Eurocopter Deutschland GmbH	EC135 and EC635 series helicopters, and MBB-BK 117 C-2 helicopters	
TCDS Numbers : EASA.R.009, EASA.R.010		
Foreign AD : Not applicable		
Supersedure : This AD supersedes EASA AD 2009-0093-E dated 17 April 2009.		
ATA 85	Optional Equipment – External Mounted Hoist System – Visual Check / Replacement	
Manufacturer(s):	Eurocopter Deutschland GmbH (all affected models), Eurocopter ESPANA S.A., (EC135 models only), American Eurocopter LLC (MBB-BK 117 C-2).	
Applicability:	<p>Models EC 135 P1(CDS), EC 135 P1(CPDS), EC 135 P2(CPDS), EC 135 P2+, EC 135 T1(CDS), EC 135 T1(CPDS), EC 135 T2(CPDS), EC 135 T2+, EC 635 T1(CPDS), EC 635 P2+ and EC 635 T2+ helicopters, all serial numbers, if equipped with a Goodrich external mounted hoist system with boom support Part Number (P/N) 44301-500, P/N 44307-500 or P/N 44307-500-1.</p> <p>Model MBB-BK 117 C-2 helicopters, all serial numbers, if equipped with a Goodrich external mounted hoist system with boom support P/N 44307-500.</p>	
Reason:	<p>During a recent pre-flight check of the external mounted hoist on a MBB-BK 117 C-2 helicopter, cracks were detected on the boom support P/N 44307-500.</p> <p>This condition, if not detected and corrected, would impair the structural strength of the boom, potentially leading to failure of the boom support. This could result in loss of the boom and attached loads, endangering helicopter operation and possibly causing injuries to persons on the ground. Boom supports with P/N 44301-500 and P/N 44307-500-1 are of similar design to P/N 44307-500 on which the cracks were detected and are therefore also affected by this unsafe condition.</p> <p>Consequently, EASA issued Emergency AD 2009-0093-E to require repetitive visual checks of the affected boom and removal or replacement when cracks are found.</p> <p>Since that AD was issued, further technical investigation has determined that too high torque values have been applied. Goodrich has developed an</p>	

	<p>inspection that will determine the need for further action.</p> <p>For the reasons described above, this AD retains the requirements of EASA AD 2009-0093-E, which is superseded, and requires a new inspection to detect damage. If no damage is found during this new inspection, that constitutes terminating action.</p>
Effective Date:	27 August 2010
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Before next flight after 21 April 2009 [the effective date of AD 2009-0093-E], inform the flight crew of the content of the ASB in accordance with the instructions of Eurocopter Deutschland (ECD) Alert Service Bulletin (ASB) MBB BK117 C-2-85A-024 or ASB EC135-85A-036, as applicable to the helicopter type. (2) Before next flight after 21 April 2009 [the effective date of AD 2009-0093-E] and thereafter before each first flight of a day, accomplish the visual check of the boom support in accordance with the instructions of ECD ASB MBB BK117 C-2-85A-024 or ASB EC135-85A-036, as applicable to the helicopter type. (3) Before each first external mounted hoist operation of a day, accomplish the visual check of the boom support in accordance with the instructions of ECD ASB MBB BK117 C-2-85A-024 or ASB EC135-85A-036, as applicable to the helicopter type. (4) From 21 April 2009 [the effective date of AD 2009-0093-E], do not install a boom support with P/N 44301-500, P/N 44307-500 or P/N 44307-500-1 on any helicopter, unless it has been checked in accordance with the instructions of ECD ASB MBB BK117 C-2-85A-024 or ASB EC135-85A-036, as applicable to the helicopter type. (5) Within 30 days after the effective date of this AD, accomplish the inspection of the boom support in accordance with the instructions of ECD ASB MBB BK117 C-2-85A-024 Revision 1, or ASB EC135-85A-036 Revision 2, as applicable to helicopter type, and in accordance with instructions of the related Goodrich Corporation Service Bulletin (SB) 44307-500-03. (6) If, during any check as required by paragraph (2) or (3) or (5) of this AD, cracks are detected within the boom support as specified in the ASB, before further flight, remove the affected boom support or replace it with a serviceable part. (7) If the boom support on a helicopter has passed the inspection as required by paragraph (5) of this AD, that constitutes terminating action for the requirements of paragraphs (1) through (5) of this AD for that helicopter. (8) Replacement of the boom support does not constitute terminating action for the repetitive inspection requirements of this AD, unless the new boom support has been inspected in accordance with instructions of Goodrich Corporation SB 44307-500-03 and has passed the inspection.
Ref. Publications:	<p>Eurocopter Deutschland ASB MBB BK117 C-2-85A-024 Revision 1 dated 23 June 2010.</p> <p>Eurocopter Deutschland ASB EC135-85A-036 Revision 2 dated 23 June 2010.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>

	Goodrich Corporation SB 44307-500-03 Revision 2 dated 30 April 2010.
Remarks :	<ol style="list-style-type: none">1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.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.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, Industriestrasse 4, 86607 Donauwörth, Federal Republic of Germany Telephone: + 49 (0)151-1422 8976; Facsimile: + 49 (0)906-71 4111.