



# ÚŘAD PRO CIVILNÍ LETECTVÍ

SEKCE TECHNICKÁ

## PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

**Číslo: EASA AD 2010-0227 Correction**

Ruší EASA AD 2008-0064R1

Účinnost od: 17. listopadu 2010

**Eurocopter Deutschland GmbH**  
**EC 135, EC 635**

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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.: 2010-0227</b>  <b>[Corrected: 08 November 2010]</b></p> <p><b>Date: 03 November 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>		
<b>Type Approval Holder's Name :</b>		<b>Type/Model designation(s) :</b>
Eurocopter Deutschland GmbH		EC 135 and EC 635 helicopters
TCDS Number :	EASA.R.009	
Foreign AD :	Not applicable	
Supersedure :	This AD supersedes EASA AD 2008-0064R1 dated 15 April 2008.	
<b>ATA 67</b>	<b>Rotor Flight Controls – Tail Rotor Control Rod and Ball Pivot – Inspection / Replacement</b>	
Manufacturer(s):	Eurocopter Deutschland GmbH, Eurocopter España S.A., Eurocopter S.A.	
Applicability:	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.	
Reason:	<p>In 2007, an accident occurred with an EC 135 helicopter in Japan. Preliminary investigation results appeared to indicate that loss of control was due to failure of the tail rotor control rod. Eurocopter Deutschland (ECD) issued an Alert Service Bulletin (ASB) to address this unsafe condition, instructing operators to inspect the affected control rod, Part Number (P/N) L672M2005207, and the respective attachments. To prevent further occurrences of this kind, EASA issued Emergency AD 2007-0301-E, subsequently superseded by AD 2007-0313, to require repetitive inspections and, depending on findings, the replacement of the tail rotor control rod and ball pivot, only for helicopters not equipped with an Automatic Flight Control System (AFCS).</p> <p>After receipt of the inspection results of AD 2007-0313 and further review, it became apparent that the inspection requirements should also apply to helicopters equipped with AFCS. Furthermore, different inspection intervals had to be applied, depending on the installed part numbers. Consequently, EASA issued AD 2008-0064 (later revised to R1) to require those actions.</p> <p>More recently, ECD have developed a new P/N L672M2006101 tail rotor control rod, installation of which constitutes terminating action.</p> <p>For the reasons described above, this new EASA AD retains the requirements</p>	

	<p>of AD 2008-0064R1, which is superseded, and requires the replacement of the P/N L672M2005207 tail rotor control rod with the new P/N L672M2006101 tail rotor control rod as terminating action for the control rod inspections.</p> <p>This AD has been republished to correct the 'Required Actions' section, which did not contain, as was the intent, clear inspection instructions of ball pivots on helicopters with the control rod P/N L672M2006101 installed since new.</p>
Effective Date:	17 November 2010
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within 50 flight hours (FH) after 18 April 2008 [the effective date of EASA AD 2008-0064R1] and thereafter at intervals not to exceed 100 FH (+ 10%), accomplish the following actions concurrently, in accordance with the instructions of ECD ASB EC135-67A-017: <ol style="list-style-type: none"> <li>(1.1) Inspect the control rod P/N L672M2005207, if installed, and</li> <li>(1.2) Inspect the ball pivot P/N 92-201-00.</li> </ol> </li> <li>(2) Within 100 FH or 43 days, whichever occurs first after 18 April 2008 [the effective date of EASA AD 2008-0064R1], and thereafter at intervals not to exceed 400 FH or 12 months (+ 10%), whichever occurs first, inspect ball pivot P/N 92-207-00 in accordance with the instructions of Eurocopter Deutschland ASB EC135-67A-017.</li> <li>(3) If damage is detected on the tail rotor control rod during any inspection, before next flight, replace tail rotor control rod with a serviceable part. If damage is detected on the ball pivot (either P/N 92-201-00 or P/N 92-207-00) during any inspection, before next flight, replace the ball pivot and the tail rotor control rod with serviceable parts. In either case inform ECD customer service, address indicated in the 'Remarks' section of this AD.</li> <li>(4) Replacement of parts as required by paragraph (3) of this AD does not constitute terminating action for the repetitive inspection requirements of paragraphs (1) and (2) of this AD.</li> <li>(5) Within the next 400FH or 12 months, whichever occurs first after the effective date of this AD, replace the P/N L672M2005207 tail rotor control rod with a P/N L672M2006101 tail rotor control rod in accordance with the instructions of ECD Service Bulletin (SB) EC135-67-018.</li> <li>(6) Modification of a helicopter as required by paragraph (5) of this AD constitutes terminating action for the repetitive inspection requirements of paragraph (1.1) of this AD.</li> <li>(7) Do not install a P/N L672M2005207 tail rotor control rod on a helicopter, as applicable: <ol style="list-style-type: none"> <li>(7.1) For helicopters that have P/N L672M2006101 tail rotor control rod installed since new, from the effective date of this AD.</li> <li>(7.2) For all other helicopters, after modification of a helicopter as required by paragraph (5) of this AD.</li> </ol> </li> </ol>
Ref. Publications:	<p>ECD ASB EC135-67A-017 Revision 3 dated 26 July 2010.</p> <p>ECD SB EC135-67-018 Revision 1 dated 15 May 2008.</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</li> </ol>

	<p>process after publication.</p> <ol style="list-style-type: none"><li data-bbox="496 203 1342 293">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 data-bbox="496 311 1406 461">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.</li></ol>
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