EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2009-0272 **Date: 18 December 2009** 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.

This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Anex 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].

Type Approval Holder's Name :	**Type/Model designation(s) :**
Eurocopter Deutschland GmbH	EC 135 and EC 635 helicopters

TCDS Number :	EASA.R.009
Foreign AD :	Not applicable
Supersedure :	This AD supersedes LBA Germany AD D-2005-233 dated 24 June 2005, EASA approval 2005-6109.

ATA 62	**Main Rotor – Sliding Sleeve – Pre-Flight Check Amendment**
Manufacturer(s):	Eurocopter Deutschland GmbH, Eurocopter España S.A.
Applicability:	EC 135 P1(CDS), EC 135 P1(CPDS), EC 135 P2(CPDS), EC 135 T1(CDS), EC 135 T1(CPDS), EC 135 T2(CPDS) and EC 635 T1(CPDS) helicopters, all serial numbers. **Note:** This AD does not apply to EC 135 P2+, EC 135 T2+, EC 635 P2+ and EC 635 T2+ helicopters, as these have been certificated and delivered with the appropriate Rotorcraft Flight Manual (FLM) pre-flight check instructions.
Reason:	During two separate pre-flight checks on EC 135 helicopters in 2005, it was detected that one of the plain journal bearings of the sliding sleeve had moved to the outside of the sliding sleeve. This condition, if not detected and corrected, could lead to a complete shift of the plain journal bearing to the inside or outside, creating the possibility of a limited movement of the collective, which could result in reduced control of the helicopter. To address and correct this unsafe condition, the Luftfahrt-Bundesamt (LBA) of Germany issued AD D-2005-233 (EASA approval 2005-6109) to require an extension of the pre-flight check with the purpose of detecting any dislocated plain journal bearing in time, and corrective action, depending on findings. Since that AD was issued, Eurocopter Deutschland (ECD) has developed FLM revisions to incorporate the requirements of this AD. Consequently, this EASA AD retains the requirements of LBA AD D-2005-233, which is

	superseded, and introduces an alternative method to comply, by amending the FLM with the appropriate revision that contains the AD requirements with regard to the pre-flight check procedures.
Effective Date:	01 January 2010
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Before next flight after 24 June 2005 (the effective date of LBA AD D-2005-233), insert a copy of the FLM page which is attached to ECD Alert Service Bulletin (ASB) EC135-62A-021 into the applicable FLM. (2) Before next flight after the FLM amendment as required by paragraph (1) of this AD, and thereafter during each subsequent pre-flight check, visually check the position of the upper and lower plain journal bearings in the sliding sleeve to detect any dislocated plain journal bearings, in accordance with the instructions of the FLM page of ECD ASB EC135-62A-021. **Note:** The actions required by paragraphs (1) and (2) of this AD can be accomplished by the pilot. (3) If, during any pre-flight check as required by paragraph (2) of this AD, the bushing is found not to be in its correct position, before further flight, contact ECD for approved corrective action instructions and accomplish those instructions accordingly. (4) Accomplishment of corrective actions does not constitute terminating action for the pre-flight checks as required by paragraph (2) of this AD. (5) Amending the applicable FLM to the appropriate revision level as indicated in Appendix I of this AD for each affected model, or a later approved revision, constitutes an alternative method to comply with the requirements of this AD.
Ref. Publications:	ECD ASB EC135-62A-021, Initial Issue dated 23 June 2005. Rotorcraft Flight Manual (FLM) revisions as listed in Appendix I of this AD. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks :	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.

Appendix I

The following Rotorcraft Flight Manual (FLM) Revisions, applicable to the individual rotorcraft model/variant (or a later approved revision) contain the pre-flight checks required by this AD, as part of the Section 4.3.2 “Exterior Check”:

Model	FLM Revision
EC135 P1(CDS)	Rev. 15
EC135 P1(CPDS)	Rev. 15
EC135 P2(CPDS)	Rev. 13
EC135 T1(CDS)	Rev. 18
EC135 T1(CPDS)	Rev. 19
EC135 T2(CPDS)	Rev. 9
EC635 T1(CPDS)	Rev. 19