



Airworthiness Directive

AD No.: 2010-0058R1

Issued: 07 April 2017

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, 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 Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

AIRBUS HELICOPTERS DEUTSCHLAND GmbH

Type/Model designation(s):

EC135, EC635 and MBB-BK117 C-2 helicopters

Effective Date: Revision 1: 07 April 2017
Original issue: 13 April 2010

TCDS Number(s): EASA.R.009 and EASA.R.010

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2010-0058 dated 30 March 2010, which superseded Luftfahrt-Bundesamt (LBA) Germany AD D-2008-178 and AD D-2008-179, both dated 31 May 2008.

ATA 67 – Rotorcraft Flight Control – Tail Rotor, Cyclic and Collective Control Levers – Inspection / Repair

Manufacturer(s):

Airbus Helicopters Deutschland GmbH (AHD), formerly Eurocopter Deutschland GmbH (ECD)
Eurocopter España S.A., Eurocopter S.A., American Eurocopter LLC

Applicability:

EC135 P1(CDS), EC135 P1(CPDS), EC135 P2(CPDS), EC135 P2+, EC135 T1(CDS), EC135 T1(CPDS), EC135 T2(CPDS), EC135 T2+, EC635 T1(CPDS), EC635 P2+ and EC635 T2+ helicopters, all serial numbers (s/n), and

MBB-BK117 C-2 helicopters, all s/n.

Reason:

During accomplishment of an inspection on an MBB-BK117 C-2, bearings were detected which had not been correctly fixed.



This condition, if not detected and corrected, may cause the affected control lever to shift in the axial direction, and get into contact with the helicopter structure, possibly resulting in reduced control of the helicopter.

As some bearings of EC135 and MBB-BK117 C-2 helicopters are fixed with the same procedure, they could be affected by the same potential unsafe condition.

To address and correct this unsafe condition, LBA Germany issued AD D-2008-178 (for EC135/EC635) and AD D-2008-179 (for MBB-BK117 C-2) to require repetitive inspections of the affected bearings and, depending on findings, replacement or repair. After those ADs were issued, a modification was developed by ECD that allowed extending the inspection interval.

Consequently, EASA issued AD 2010-0058, retaining the requirements of the LBA ADs, which were superseded, and requiring implementation of a modification that introduces new washers and bushings, and extending the post-mod inspection intervals.

Recently, following a review of data and feedback received from in service helicopters, it has been determined that, after modification of the affected levers, the repetitive inspections are no longer required to address the unsafe condition. The repetitive inspections are now included in Chapter 05 of the Aircraft Maintenance Manual.

For the reason described above, this AD is revised to remove the requirement for repetitive inspections. This AD also contains some editorial changes to meet current AD writing standards, without affecting the technical content or requirements.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) [DELETED].
- (2) [DELETED].
- (3) [DELETED].

Modification:

- (4) For EC135 and EC 635 helicopters with s/n up to 0829 (inclusive), and MBB-BK117 C-2 helicopters with s/n up to 9310 (inclusive): Within 12 months after 13 April 2010 [the effective date of the original issue of this AD], modify the affected levers by retrofit of washers and bushings in accordance with the instructions of ECD ASB EC135-67A-019 Revision 3 or ASB MBB BK117 C-2-67A-010 Revision 3, as applicable to helicopter type.
- (5) [DELETED].
- (6) [DELETED].



Parts Installation:

- (7) **Installation on a helicopter of a spare lever or lever assembly that has been delivered prior to 16 December 2009:** Within 50 flight hours (FH) after installation, but not before accumulating 10 FH after installation, accomplish a one-time inspection of the replacement part in accordance with the instructions of ECD ASB EC135-67A-019 Revision 3, or ASB MBB BK117 C-2-67A-010 Revision 3, as applicable to helicopter type.
- (8) If, during the inspection as required by paragraph (7) of this AD, improper bonding is detected, before next flight, replace the affected part(s) or accomplish a bonding repair in accordance with the instructions of ECD ASB EC135-67A-019 Revision 3, or ASB MBB BK117 C-2-67A-010 Revision 3, as applicable to helicopter type.

(9) [DELETED].

Ref. Publications:

ECD ASB EC135-67A-019 Revision 3 dated 16 December 2009, or Airbus Helicopters ASB EC135-67A-019 Revision 4 dated 03 April 2017.

ECD ASB MBB-BK117 C-2-67A-010 Revision 3 dated 08 February 2010, or Airbus Helicopters ASB MBB-BK117 C-2-67A-010 Revision 4 dated 03 April 2017.

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 original issue of this AD was posted on 10 March 2010 as PAD 10-025 for consultation until 24 March 2010. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters Deutschland GmbH
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