



Airworthiness Directive

AD No.: 2006-0318R2

Issued: 25 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):

EC 135 and EC 635 helicopters

Effective Date: Revision 2: 25 April 2017
Original Issue and Revision 1: 20 October 2006

TCDS Number(s): EASA.R.009

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2006-0318R1 dated 27 October 2006.

ATA 67 – Rotorcraft Flight Control – Tail Rotor Control Linear Transducer (LVDT Collective) Bearing – Inspection/Replacement and Rod and Floor Modification

Manufacturer(s):

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

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, if equipped with a Bearing Part Number (P/N) LN9367GE6N2, or with an affected part (see Note of this AD).

Note: For the purpose of this AD, an affected part is a Floor P/N L533M1014101, or P/N L533M1014102, or P/N L533M1014103, or P/N L533M1014104, or P/N L533M1014105, or P/N L533M1014106, that has not been modified and re-identified in service in accordance with the instructions of ECD Alert Service Bulletin (ASB) EC135-67A-012, or in production in accordance with drawing L671M5040051, or a Rod P/N L671M5040205, or a Lever P/N L671M5040101.



Reason:

During the investigations following an incident in which an impaired controllability of the EC135 tail rotor was experienced, it was identified that the bearing of the tail rotor control linear transducer was subject to binding and the control range was limited.

This condition, if not detected and corrected, could lead to reduced control of the helicopter.

To address this potential unsafe condition, ECD issued ASB EC135-67A-012, later revised, providing instructions for inspection and modification. Consequently, EASA issued AD 2006-0318 (later revised) to require repetitive inspections and, depending on findings, the replacement of the tail rotor control linear transducer bearing, and the modification of rod and floor.

Recently, following a review of data and feedback received from in-service helicopters, it has been determined that, after modification of the rod and floor, repetitive inspections are no longer required to address the unsafe condition. The repetitive inspections are now recommended, and are included in Chapter 05 of the Aircraft Maintenance Manual. Airbus Helicopters (AH) revised ASB EC135-67A-012 accordingly (now at Revision 2).

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:

Bearing Inspection / Floor Modification:

(1) Within 11 days after 20 October 2006 [the effective date of EASA AD 2006-0318], inspect the affected bearing, P/N LN9367GE6N2, and modify the floor in accordance with the instructions of ECD ASB EC135-67A-012.

Corrective Action:

(2) If, during the inspection as required by paragraph (1) of this AD, binding and/or abrasion on the floor is found, before next flight, replace the bearing with a serviceable one in accordance with the instructions of ECD ASB EC135-67A-012.

Rod Modification:

(3) Not later than 800 flight hours after 20 October 2006 [the effective date of EASA AD 2006-0318], modify the rod in accordance with the instructions of ECD ASB EC135-67A-012.

Repetitive Inspections:

(4) [DELETED].

Parts Installation:

(5) After 20 October 2006 [the effective date of EASA AD 2006-0318], do not install on any helicopter an affected part (see Note of this AD), unless it has been modified in accordance with the instructions of ECD ASB EC135-67A-012.



Ref. Publications:

ECD ASB EC135-67A-012, original issue dated 04 September 2006, or Revision 1 dated 18 October 2006, or AH ASB EC135-67A-012 Revision 2, dated 03 April 2017.

The use of later approved revisions of this document 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 13 September 2006 as PAD 06-225 for consultation until 27 September 2006. 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, Industriestrasse 4, 86607 Donauwörth,
Federal Republic of Germany
Telephone: + 49 (0)151-1422 8976
Facsimile: + 49 (0)906-71 4111
Web portal: <https://keycopter.airbushelicopters.com> > Technical Requests Management
E-mail: customersupport.helicopters@airbus.com.

