
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Sprickkontroll av huvudrotorns navaxel

GÄLLER: EC 135 Huvudrotor navaxel med tillverkningsnummer enligt Eurocopter Deutschland Alert Service Bulletin No. EC 135-62A-004 revision 3 daterad november 10, 2000 eller senare utgåva.

ÅTGÄRD: Utför åtgärder angivna i bifogad kopia av LBA AD 1999-185/4

TID FÖR ÅTGÄRD: Före nästa flygning om ej tidigare utfört, därefter i intervaller angivna i LBA AD 1999-185/4.

UNDERLAG: Eurocopter Deutschland Alert Service Bulletin No. EC 135-62A-004 revision 3 daterad november 10, 2000 eller senare utgåva.

REFERENS: LBA AD 1999-185/4

BESLUTSDATUM: 3 oktober 2001

LFS 2001:134

Åtgärder enligt LVD utgör nödvändig förutsättning för ifrågavarande flygmateriels luftvärdighet. Referens BCL M 1.11.
Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senast gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.

Postadress	Gatuadress	Telefonnummer	Faxnummer	Telegram	Telex
601 79 NORRKÖPING	Vikobplan 11	011-19 20 00	011-19 25 75	Civilair Norrköping	62450



**Airworthiness
Directive
1999-185/4**

Luftfahrt-Bundesamt
Airworthiness Directive Section
Hermann-Blenk-Str. 26
38108 Braunschweig
Federal Republic of Germany

Eurocopter Deutschland

Effective Date: October 18, 2001

Affected:

Kind of aeronautical product:	Helicopter
Manufacturer:	Eurocopter Deutschland, München, Germany
Type:	EC 135
Models affected:	all
Serial numbers affected:	all, as listed in the Alert Service Bulletin
German Type Certificate No.:	3061

Subject:

Main Rotor – Cracks in main rotor hub-shaft

Reason:

Following a recent test run, cracks have been found on a main rotor hub-shaft of a helicopter. To ensure that no rotor hub shafts in operation have cracks, corresponding inspections must be performed.

Action / Compliance:

If not already has been accomplished, the following actions must done in accordance with the Alert Service Bulletin (actions are rendered mandatory from the effective date of the preceding AD-No. 1999-185/3 dated December 12, 1999):

Visual inspection of the main rotor hub-shaft before the next flight

"Penetrant Dye Check" crack-inspection of the main rotor hub-shaft within the next 10 FH

After accomplishment for the first time of the dye-penetrant crack inspection, crack inspections have to be continued by way of either visual inspections every 15 FH or by way of dye-penetrant crack inspection every 100 FH.

If, after accomplishment of a visual inspection, it is intended to replace the next visual inspection by a dye-penetrant crack inspection, this dye-penetrant inspection must be accomplished 15 FH after the previous visual inspection. Further dye-penetrant crack inspections must be accomplished every 100 FH.

If, after accomplishment of a dye-penetrant inspection, it is intended to replace the next dye-penetrant inspection by a visual inspection, this visual inspection must be accomplished 15 FH after this previous dye-penetrant inspection. Further visual inspections must be accomplished every 15 FH.

Replacement of all main rotor hub shafts if any cracks have been found during the required inspections before the next flight.

Technical publication of the manufacturer:

Eurocopter Deutschland Alert Service Bulletin No. EC 135-62A-004 Revision 3 dated November 10, 2000 which becomes herewith part of this AD and must be obtained from Messrs.:

Eurocopter Deutschland
P.O. Box

D-81663 München
Federal Republik of Germany

Phone: + 49 (0) 89 6000-9137
Fax: + 49 (0) 89 6000 6060

Note:

This AD supersedes the AD-No. 1999-185/3 dated December 16, 1999.

Holders of affected aircraft registered in Germany have to observe the following:

Action to be accomplished by the owner of the aircraft or an approved service station and to be checked and entered in the log book by a licensed inspector.

As a result of the a.m. deficiencies, the airworthiness of the aircraft is affected to such an extent that after the expiry of the a.m. dates the aircraft may be operated only after proper accomplishment of the prescribed actions. In the interest of aviation safety outweighing the interest of the receiver in a postponement of the prescribed actions, the immediate compliance with this AD is to be directed.

An appeal to this notice may be raised within a period of one month following notification. Appeals must be submitted in writing or registered at the Luftfahrt-Bundesamt, Hermann-Blenk-Str. 26, 38108 Braunschweig.