
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Sprickkontroll av stjärtrotoraxelns lagerfäste

GÄLLER: EC 135 alla modeller, S/N 0005 t.o.m. 0120

ÅTGÄRD: Utför åtgärder angivna i bifogad kopia av LBA AD 1999-199/3

TID FÖR ÅTGÄRD: I enlighet med "Compliance" 1, 2, 3 och 4 i LBA AD 1999-199/3

UNDERLAG: LBA AD 1999-199/3
Eurocopter Deutschland Alert Service Bulletin SB No EC 135-53A-010
Revision 2 daterad den 22 juli 1999, eller senare utgåva

REFERENS: LBA AD 1999-199/3

BESLUTSDATUM: 1999-10-15

LFS 1999:152

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 | Telegram | Telex |
| 601 79 NORRKÖPING | Vikboplan 11 | 011-192000 | Civilair Norrköping | 62450 |



**Airworthiness
Directive
1999-199/3**

Bilaga till LVD Nr 2984R1

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

Eurocopter Deutschland

Effective Date: October 05, 1999

Affected:

| | |
|-------------------------------|--|
| Kind of aeronautical product: | Helicopter |
| Manufacturer: | Eurocopter Deutschland, München, Germany |
| Type: | EC 135 |
| Models affected: | all |
| Serial numbers affected: | 0005 up to 0120 |
| German Type Certificate No.: | 3061 |

Subject:

Cracks in bearing attachment flange of the tail rotor drive shaft.

Reason:

During an inspection, a crack has been detected on the attachment flange of the tail rotor drive shaft bearing support.

The actions specified by this AD are intended to prevent a fracture of the bearing attachment flange of the tail rotor drive shaft, which could result in serious malfunctions of the helicopter.

Action:

The following actions are required by this Airworthiness Directive:

1. Crack inspection of the bearing attachment flange.
2. Repetitive visual inspection of the affected components must be performed in intervals mentioned under „compliance“.
3. Replacement of the bearing attachment flange if any cracks have been found during the required inspections.
4. Installation of an additional bearing support bracket.

All necessary actions must be performed on the basis of the mentioned Service Bulletin of the manufacturer.

Compliance:

For the listed actions, the following compliance times have been laid down:

1. Before the next flight, if crack inspection has not previously been performed, and before the installation of the additional bearing support bracket.
2. Every 50 operating hours (TIS, time in service).
3. Before further flights.
4. Within 7 calendar days.

Note 1: For helicopters presently not located on their maintenance station, a ferry flight to the next maintenance station is permitted before the first crack inspection is performed.

Note 2: The crack inspection of the bearing attachment flange (action 1) must be repeated every 15 operating hours (TIS) until the additional bearing support bracket has been installed (action 4). After installation of the additional bearing support bracket only a visual inspection must be performed in 50 operating hour intervals.

Technical publication of the manufacturer:

EUROCOPTER DEUTSCHLAND Alert Service Bulletin SB No. EC 135-53A-010 Revision 2 dated 22 July 1999. This Service Bulletin becomes herewith part of this AD can be obtained from:

Enquiries regarding this Airworthiness Directive should be referred to Mr. Olaf Schneider, Airworthiness Directive Section at the above address, fax-no. 0049 531/2355-720. Please note, that in case of any difficulty, reference should be made to the German issue!

EUROCOPTER DEUTSCHLAND

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Accomplishment and log book entry:

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

Note:

This AD supersedes the AD-No. 1999-199/2 dated October 05, 1999.

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

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

Instructions about Available Legal Remedies:

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.