


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2008-0082 R1</p> <p>Date: 19 May 2008</p> <p>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.</p>
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 [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].</p>	
<p>Type Approval Holder's Name :</p> <p>Eurocopter Deutschland GmbH</p>	<p>Type/Model designation(s) :</p> <p>EC135 and EC635 helicopters</p>
TCDS Number:	EASA R.009
Foreign AD :	Not applicable
Revision:	This AD revises and replaces EASA AD 2008-0082 dated 25 April 2008.
ATA 63	Main Rotor Drive – Main Gearbox (MGB) Oil Sampling & Analysis Program Introduction
Manufacturer(s):	Eurocopter Deutschland GmbH
Applicability:	EC135 and EC635 series helicopters, all models, all serial numbers.
Reason:	<p>Following several chip indications, a main gearbox was returned to the manufacturer of the main gearbox, ZF Luftfahrttechnik (ZFL), for repair. During disassembly, a partial tooth rupture was detected after removal of a drive pinion. This tooth rupture was determined to have been caused by wear.</p> <p>To monitor the condition of the main gearbox, Eurocopter Deutschland (ECD) has developed a program for oil samples to be taken and analyzed at regular intervals, which will ensure that wear is detected in time, prior to actual tooth rupture. In addition, the corrective measures to be taken following a chip indication have been amended.</p> <p>For the reasons described above, this EASA Airworthiness Directive (AD) requires the implementation of oil sampling and analysis program and subsequent corrective measures, as necessary.</p> <p>This AD has been revised to clarify paragraph (3) of the Compliance section and delete an unintended discrepancy that would make compliance impossible for new delivered helicopters.</p>
Effective Date:	09 May 2008

<p>Required action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) For EC135 and EC635 series helicopters with serial numbers (s/n) up to 504 inclusive that have not been modified in accordance with ECD Service Bulletin (SB) EC135-63-011 (retrofit to a more efficient lubricating oil), within the next 100 flight hours (FH) after the effective date of this AD, take the first oil sample in accordance with the instructions of ECD ASB EC135-63A-012; (2) For EC135 and EC635 series helicopters with s/n up to 504 inclusive that have been modified in accordance with ECD SB EC135-63-011, within the next 100 FH after the effective date of this AD, but not prior to accumulating 100 FH after accomplishment of SB EC135-63-011, take the first oil sample in accordance with the instructions of ECD ASB EC135-63A-012; (3) For EC135 and EC635 series helicopters with s/n 505 and up, within the next 100 FH, but not prior to accumulating 90 FH after the first oil change, whichever occurs later after the effective date of this AD (the first oil change must be accomplished when 90 FH have been accumulated since new), take the first oil sample in accordance with the instructions of ECD ASB EC135-63A-012; (4) After taking the first oil sample, take further oil samples at intervals not to exceed 100 FH (+/-10%) or 12 months, whichever occurs first, in accordance with the instructions of Eurocopter Deutschland ASB EC135-63A-012. (5) Before the helicopter accumulates 25 FH after taking each oil sample, accomplish the analysis in accordance with the instructions of paragraph 3.A(4) of ECD ASB EC135-63A-012 and, depending on the results, take the corrective measures as specified and at the time(s) indicated in paragraph 3.A(5) of ECD ASB EC135-63A-012; (6) At any time after the effective date of this AD, in case of a chip detector indication, accomplish the tasks and take the corrective measures as specified and at the time(s) indicated in paragraph 3.B of ECD ASB EC135-63A-012.
<p>Ref. Publications:</p>	<p>Eurocopter EC 135 Alert Service Bulletin No. EC135-63A-012 Revision 02 dated 31 March 2008.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The original issue of this AD has been published on 10 April 2008 as PAD 08-049 for consultation until 24 April 2008. The CRD can be found at http://ad.easa.europa.eu/. 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 questions concerning the technical content of the requirements in this AD, please contact: Eurocopter Deutschland GmbH, P.O. Box 80 11 40 81663 München, Federal Republic of Germany Telephone + 49 (0) 151 14 22 89 76 Facsimile + 49 (0) 906 71-4111