


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2008-0116-E</p> <p>Date: 17 June 2008</p> <p>Note: This Emergency 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 : Eurocopter Deutschland GmbH</p>	<p>Type/Model designation(s) : EC135 and EC635 helicopters</p>
TCDS Number :	EASA R.009
Foreign AD :	Not applicable
Supersedure :	This AD supersedes EASA AD 2008-0082R1 dated 19 May 2008.
ATA 63	Main Rotor Drive – Main Gearbox (MGB) Oil Sampling & Analysis Program – Amendment
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 (MGB), 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, and appropriate corrective measures are taken following chip indication(s). EASA AD 2008-0082 (now at R1) was issued to require operators to implement the oil sampling and analysis program and take subsequent corrective measures.</p> <p>Following a recent detailed technical analysis, the corrective measures to be taken following chip indication(s) have been adapted.</p> <p>For the reasons described above, this EASA Emergency AD retains the requirements of EASA AD 2008-0082 R1, which is superseded, requires a one-time check of chip indication records over the last 300 flight hours (FH), subsequent corrective measures and implementation of the adapted corrective measures into the oil sampling and analysis program.</p>
Effective Date:	19 June 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 09 May 2008 [the effective date of AD 2008-0082], 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 09 May 2008 [the effective date of AD 2008-0082], 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 09 May 2008 [the effective date of AD 2008-0082] (the first oil change must be accomplished when 50 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) Oil sampling, analysis and corrective actions accomplished prior to the effective date of this AD in accordance with ECD ASB EC135-63A-012 at original issue or Revision 1 or Revision 2 are acceptable to comply with the initial requirements of this AD. After the effective date of this AD, oil sampling, analysis and corrective actions must be accomplished in accordance with ECD ASB EC135-63A-012 at Revision 3. (7) When a MGB is installed that has accumulated 300 FH or more total time, or time since overhaul or since repair, before further flight, check the log card of the MGB for entries regarding chip indications and, depending on the results, at the time(s) indicated in paragraph 3.B of ECD ASB EC135-63A-012, accomplish the tasks and take the corrective measures in accordance with paragraph 3.C of ECD ASB EC135-63A-012. (8) At any time after the effective date of this AD, in case of a chip detector indication, at the time(s) indicated in paragraph 3.B of ECD ASB EC135-63A-012, accomplish the tasks and take the corrective measures in accordance with paragraphs 3.B and 3.C of ECD ASB EC135-63A-012.
<p>Ref. Publications:</p>	<p>Eurocopter EC135 Alert Service Bulletin No. EC135-63A-012 Revision 03 dated 16 June 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 safety assessment has requested not to implement the full consultation process and an immediate publication and notification. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification

	<p>Directorate, EASA; E-mail: ADs@easa.europa.eu.</p> <p>4. For any question concerning the technical content of the requirements in this AD, please contact:</p> <p>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</p>
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