


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2009-0079</b></p> <p><b>Date: 01 April 2009</b></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><b>Type Approval Holder's Name :</b></p> <p>Eurocopter Deutschland GmbH</p>	<p><b>Type/Model designation(s) :</b></p> <p>BO 105 and MBB-BK 117 helicopters</p>	
<p>TCDS Numbers : Germany No.3025, United Kingdom No. FR.3, EASA.R.10</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure : None</p>		
<p><b>ATA 67</b></p>	<p><b>Rotors Flight Control – Cyclic-Stick Locking Device – Modification</b></p>	
<p>Manufacturer(s):</p>	<p>Eurocopter Deutschland GmbH, Eurocopter Hubschrauber GmbH, Messerschmitt-Bölkow-Blohm GmbH</p>	
<p>Applicability:</p>	<p>BO 105, BO 105 C, BO 105 LS A-1, BO 105 D, BO 105 DS, BO 105 DB, BO 105 DB-3, BO 105 DB-4, BO 105 DBS-4, BO 105 DBS-5 and BO 105 S helicopters, all serial numbers, and          MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2 and MBB-BK 117 C-1 helicopters, all serial numbers.</p>	
<p>Reason:</p>	<p>There have been several cases reported where take-off was executed with a locked cyclic stick on EC135 series helicopters. EASA AD 2008-0113 was issued to address and correct this problem. The Stick Locking Device as installed on BO 105 and MBB-BK 117 rotorcraft types has a similar function. Trying to take off with a locked cyclic stick may lead to loss of control of the helicopter.</p> <p>Although no recent reports of take-off with a locked cyclic stick have been received concerning BO 105 or MBB-BK 117 helicopters, to prevent such occurrences, Eurocopter Deutschland (ECD) has developed a modification of the cyclic stick cantilever. After modification, locking of the cyclic stick is no longer possible. The cyclic stick can only be centred in its neutral position.</p> <p>For the reasons described above, this EASA AD requires the modification of the cyclic stick locking/centering device and the amendment of the applicable Rotorcraft Flight Manual (FLM).</p>	
<p>Effective Date:</p>	<p>15 April 2009</p>	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 6 months after the effective date of this AD, modify the cyclic stick locking/centering device by removing the spring from the cyclic stick lock in accordance with the instructions of ECD Alert Service Bulletin (ASB) ASB-MBB-BK117-40-113 or ASB BO105-40-106, as applicable to the helicopter type.</p> <p>(2) Concurrent with the modification as required by paragraph (1) of this AD, amend the FLM by inserting the following note:</p> <p>NOTE: Move cyclic stick in its neutral position before the engines are started. The neutral position and the centering of the cyclic stick can be achieved by folding down the holder assy. Locking of the cyclic stick is no longer possible.</p> <p>This may be accomplished by inserting a copy of this AD into the FLM, or by FLM page(s) supplied by ECD.</p>
<p>Ref. Publications:</p>	<p>Eurocopter Deutschland ASB-MBB-BK117-40-113 dated 22 December 2008. Eurocopter Deutschland ASB BO105-40-106 dated 12 December 2008. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> <li>If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>This AD was published on 18 February 2009 as PAD 09-041 for consultation until 18 March 2009. No comments were received during the consultation period.</li> <li>Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA; E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>For any question concerning the technical content of the requirements in this AD, please contact: Eurocopter Deutschland GmbH, Industriestrasse 4, 86607 Donauwörth, Federal Republic of Germany, Telephone: + 49 (0) 151 14 22 89 76, Facsimile: +49 (0) 906 71-4111.</li> </ol>