


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2010-0223</p> <p>Date: 26 October 2010</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>BO105 helicopters</p>	
<p>TCDS Number :</p>	<p>EASA.R.011</p>	
<p>Foreign AD :</p>	<p>Not applicable</p>	
<p>Supersedure :</p>	<p>None</p>	
<p>ATA 63</p>	<p>Main Rotor Drive – Main Gearbox – Inspection</p>	
<p>Manufacturer(s):</p>	<p>Eurocopter Deutschland GmbH (ECD), Eurocopter Hubschrauber GmbH, Messerschmitt-Bölkow-Blohm GmbH</p>	
<p>Applicability:</p>	<p>BO105 A, BO105 C, BO105 D and BO105 S helicopters, all variants, all serial numbers.</p>	
<p>Reason:</p>	<p>An accident recently occurred with a BO105 helicopter and the initial findings indicate that the event appears to be linked with a deterioration of the Main Gearbox (MGB), due to a contaminated oil supply.</p> <p>This condition, if not detected and corrected, could lead to MGB failure and consequent loss of control of the helicopter.</p> <p>Pending further investigation, ECD has developed measures to address and correct this unsafe condition.</p> <p>For the reasons described above, this AD requires a one-time inspection of the MGB magnetic plug / chip detector and of the MGB oil filter and, depending on findings, corrective action(s). This AD also requires the implementation of new corrective action criteria for later (scheduled and unscheduled) MGB inspections, to be applied each time there is a particle identification.</p>	
<p>Effective Date:</p>	<p>09 November 2010</p>	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within the next 100 flight hours or 3 months, or at the next scheduled MGB magnetic plug / chip detector inspection, whichever occurs first after the effective date of this AD, inspect the MGB magnetic plug / chip detector and MGB oil filter for contamination in accordance with the instructions of ECD Alert Service Bulletin (ASB) BO105-10-125 and the BO105 Maintenance Manual (MM). (2) Thereafter, at each scheduled or unscheduled MGB magnetic plug / chip detector inspection, apply the instructions of Table 11-2, as provided on pages 4 and 5 of ECD ASB BO105-10-125. (3) If contamination is found during any inspection as required by paragraphs (1) and (2) of this AD, before next flight, except where ECD ASB BO105-10-125 (page 4, table 11-2) defines different compliance times, accomplish the corrective actions in accordance with the instructions of ECD ASB BO105-10-125. (4) Compliance with the requirements of paragraphs (2) and (3) of this AD can be demonstrated by: <ol style="list-style-type: none"> (4.1) Revising as follows the approved aircraft maintenance programme for which the Operator or the Owner ensures the continuing airworthiness of each operated helicopter: <p>Incorporate the revised Table 11-2 (pages 4 and 5 of ASB BO105-10-125) instructions.</p> <p>and</p> (4.2) Complying with the approved aircraft maintenance programme described in paragraph (4.1) of this AD.
<p>Ref. Publications:</p>	<p>Eurocopter Deutschland ASB BO105-10-125 dated 02 September 2010.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p> <p>BO105 Maintenance Manual, Chapter 11, Sections 11-12 through 11-19, including revised Table 11-2 (pages 4 and 5 of ASB BO105-10-125).</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. This AD was posted on 23 September 2010 as PAD 10-103 for consultation until 21 October 2010. No comments were received during the consultation period. 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 question concerning the technical content of the requirements in this AD, please contact: <p>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.</p>