AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

**Eurocopter EC 135 Series Helicopters**

**AD/EC 135/12** Tail Rotor Control - Linear 13/2006
**Transducer Bearing; Rod & Floor** TX

**Applicability:** EC 135 helicopters, all models, having the following components installed:
- Bearing Part Number (P/N) LN9367GE6N2,
- Rod P/N L671M5040205,
- Lever P/N L671M5040101 and
- Floor P/N L533M1014101, L533M1014102, L533M1014103, L533M1014104, L533M1014105 or L533M1014106

**Requirement:**
1. Inspect the affected bearing and, if there is binding and/or abrasion on the floor, replace the bearing and modify the rod and floor in accordance with the instructions of Eurocopter Deutschland (ECD) Alert Service Bulletin (ASB) EC135-67A-012 dated 4 September 2006 or later LBA approved revision.
2. Repeat the inspection of the affected bearing as required by Requirement 1 of this Directive, including corrective action, as necessary.
3. Do not install any of the parts listed in the Applicability section of this AD into a helicopter, unless they have been modified in accordance with the instructions of the latest LBA approved revision of ECD ASB EC135-67A-012.

**Note:** EASA AD No. 2006-0318 Dated 18 October 2006 refers.

**Compliance:**
1. No later than 7 November 2006.
2. At intervals not to exceed 800 flight hours.
3. From the effective date of this Directive.

This Airworthiness Directive becomes effective on 27 October 2006.
Background: EASA has been informed of an incident in which impaired controllability of the EC 135 tail rotor was detected. Examinations have shown that the bearing of the linear transducer was subject to binding and the control range was limited.

James Coyne
Delegate of the Civil Aviation Safety Authority

25 October 2006