


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2013-0306</p> <p>Date: 20 December 2013</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 EU 748/2012, 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>Design Approval Holder's Name: EUROCOPTER DEUTSCHLAND GmbH</p>	<p>Type/Model designation(s): EC 135 and EC 635 helicopters</p>
TCDS Number:	EASA.R.009
Foreign AD:	Not applicable
Supersedure:	None
ATA 28	Fuel – Fuel System / Supply Tank Indication – Check
Manufacturer(s):	Eurocopter Deutschland GmbH (ECD), Eurocopter España S.A., Eurocopter SA
Applicability:	EC 135 P1 (CDS), EC 135 P1 (CPDS), EC 135 P2 (CPDS), EC 135 P2+, EC 135 T1 (CDS), EC 135 T1 (CPDS), EC 135 T2 (CPDS), EC 135 T2+, EC 635 P2+, EC 635 T1 (CPDS) and EC 635 T2+ helicopters, all serial numbers (s/n).
Reason:	<p>During a maintenance check flight, due to spurious fuel indications a too high fuel level indication of the supply tanks was found. Subsequent checks on further helicopters revealed the same incorrect indications. Tests carried out on one helicopter showed that these incorrect fuel indication signals are being generated by the fuel content probes, i.e. in each case an incorrect frequency is being transmitted to the indicating system. Inspection of the affected probes revealed no damage. After cleaning and in particular drying of the probes they passed the acceptance test and have been returned to service.</p> <p>The red LOW FUEL 1/2 warnings are generated by an independent switching logic with separate sensors in each supply tank. These warning lights continue to operate correctly and prevail, even if the fuel level indications are inaccurate.</p> <p>However, incorrect fuel content probe signals may prevent the amber FUEL caution light from being activated. The incorrect function can be caused by contaminated fuel, e.g. by water.</p> <p>This condition, if not detected and corrected, could lead to an unexpected LOW FUEL warning, possibly resulting in an emergency landing.</p> <p>For the reasons described above, this AD requires a one-time check of the fuel</p>

	probes and, depending on findings, accomplishment of applicable corrective actions.
Effective Date:	27 December 2013
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 30 flight hours or 30 days, whichever occurs first after the effective date of this AD, check the supply tank fuel content probes in accordance with the instructions of ECD ASB EC 135-28A-018. (2) If, during the check as required by paragraph (2) of this AD, discrepancies or damage is detected, before next flight, accomplish the applicable corrective actions in accordance with the instructions of ECD ASB EC 135-28A-018. (3) Until accomplishment of the check and of the applicable corrective actions, as required by paragraphs (1) and (2) of this AD, the EASA EC 135 Master Minimum Equipment List (MMEL) items 28-6, 28-7 and 28-10 must be temporarily deleted by inserting a copy of this AD into the MMEL.
Ref. Publications:	<p>Eurocopter ECD ASB EC 135-28A-018 dated 19 December 2013.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. 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 1422 8976, Fax: +49 (0)906 71 4111.