


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2008-0190-E</p> <p>Date: 13 October 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 :</p> <p>Eurocopter Deutschland GmbH</p>	<p>Type/Model designation(s) :</p> <p>EC135 and EC635 helicopters</p>	
<p>TCDS Number : EASA.R.009</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure : None</p>		
<p>ATA 53</p>	<p>Fuselage – Rear Structure / Tail Boom – Inspection</p>	
<p>Manufacturer(s): Eurocopter Deutschland GmbH</p>		
<p>Applicability:</p>	<p>EC135 P1(CDS), EC135 P1(CPDS), EC135 P2(CPDS), EC 135 P2+, EC135 T1(CDS), EC 135 T1(CPDS), EC 135 T2(CPDS), EC 135 T2+, EC 635 T1(CPDS), EC 635 P2+ and EC635 T2+ helicopters, all serial numbers.</p>	
<p>Reason:</p>	<p>During a recent pre-flight check on an EC135 helicopter, a crack was detected on the ring frame that connects the tail rotor Fenestron housing to the rear structure tube (tail boom). The crack ran alongside one rivet row over almost half the circumference of the ring frame.</p> <p>This condition, if not corrected, could lead to crack propagation remaining undetected, possibly resulting in loss of the Fenestron structure and consequent loss of control of the helicopter.</p> <p>For the reasons described above, this EASA AD requires a repetitive visual pre-flight inspection of the affected area and the amendment of the basic Flight Manual (FLM) to incorporate this inspection as part of the pre-flight checks.</p>	
<p>Effective Date:</p>	<p>15 October 2008</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) Before next flight after the effective date of this AD, amend the FLM, Section 4 Pre-Flight Check, by inserting pages 5 and/or 6 of Eurocopter Deutschland (ECD) EC135 Alert Service Bulletin (ASB) EC135-53A-022 into the FLM, as applicable to helicopters model, and inform the flight crew accordingly. (2) Before next flight after the effective date of this AD and thereafter before each first flight of a day, accomplish the visual inspection of the rear structure tube in accordance with the instructions of ECD ASB EC135-53A-022. The pilot is allowed to accomplish this inspection as part of the regular pre-flight checks. (3) Within 25 flight hours (FH) (+ 5 FH) after the first visual inspection as required by paragraph (2) of this AD, the visual inspection must be accomplished once by qualified maintenance staff in accordance with the instructions of ECD ASB EC135-53A-022. (4) If, during any inspection as required by paragraph (2) or (3) of this AD, cracks are detected within the ring frame as specified in the ASB, before further flight, contact ECD for approved corrective action instructions and accomplish those instructions accordingly. (5) The replacement of parts does not constitute terminating action for the repetitive inspection requirements of this AD.
<p>Ref. Publications:</p>	<p>Eurocopter Deutschland ASB EC135-53A-022 dated 13 October 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. Inquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA; E-mail: ADs@easa.europa.eu. <p>For any question concerning the technical content of the requirements in this AD, please contact: 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>