


<b>EASA</b>	<b>EMERGENCY AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2013-0307-E</b></p> <p><b>Date: 20 December 2013</b></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 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>		
<b>Design Approval Holder's Name:</b>		<b>Type/Model designation(s):</b>
EUROCOPTER DEUTSCHLAND GmbH		EC 135 and EC 635 helicopters
TCDS Number:	EASA.R.009	
Foreign AD:	Not applicable	
Supersedure:	None	
<b>ATA 28</b>	<b>Fuel – Fuel Monitoring and Fuel Quantity Indication – Flight Manual Revision</b>	
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. Investigations showed that the incorrect signals are being generated by the fuel contents probes, which may also prevent the amber FUEL caution light from being activated. 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>This condition, if not corrected, in case of an empty main tank or interruption of fuel transfer from the main tank to the supply tanks (e.g. when both transfer pumps are switched off), could lead to an unexpected "LOW FUEL" warning, possibly resulting in an emergency landing.</p> <p>To address this condition, ECD published Alert Service Bulletin (ASB) EC 135-28A-019, which provides instructions for the amendment of the applicable Rotorcraft Flight Manual (RFM).</p> <p>For the reasons described above, this AD requires to amend the applicable</p>	

	RFM, by inserting an Emergency Procedure for "Fwd and AFT XFER PUMP Caution".																								
Effective Date:	21 December 2013																								
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Before next flight after the effective date of this AD, amend the applicable RFM to incorporate the emergency procedure Temporary Revisions (TR) as defined in Table 1 of this AD in accordance with the instructions of ECD ASB EC 135-28A-019, inform all flight crews concerning this RFM change and, thereafter, operate the helicopter accordingly.</p> <p style="text-align: center;">Table 1</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Helicopter Model</th> <th>Applicable TR</th> </tr> </thead> <tbody> <tr> <td>EC135 T2+</td> <td>TR 7</td> </tr> <tr> <td>EC635 T2+</td> <td>TR 7</td> </tr> <tr> <td>EC135 P2+</td> <td>TR 8</td> </tr> <tr> <td>EC635 P2+</td> <td>TR 8</td> </tr> <tr> <td>EC135 P2 (CPDS)</td> <td>TR 13</td> </tr> <tr> <td>EC135 T2 (CPDS)</td> <td>TR 14</td> </tr> <tr> <td>EC135 T1 (CPDS)</td> <td>TR 19</td> </tr> <tr> <td>EC635 T1 (CPDS)</td> <td>TR 19</td> </tr> <tr> <td>EC135 P1 (CPDS)</td> <td>TR 16</td> </tr> <tr> <td>EC135 T1 (CDS)</td> <td>TR 25</td> </tr> <tr> <td>EC135 P1 (CDS)</td> <td>TR 22</td> </tr> </tbody> </table> <p>This can be accomplished by inserting a copy of the applicable TR, as provided in ECD ASB EC 135-28A-019, into the applicable RFM.</p> <p>(2) Amending the applicable RFM by a Normal Revision that contains the RFM changes of the applicable TR is an acceptable method to comply with the requirements of paragraph (1) of this AD.</p>	Helicopter Model	Applicable TR	EC135 T2+	TR 7	EC635 T2+	TR 7	EC135 P2+	TR 8	EC635 P2+	TR 8	EC135 P2 (CPDS)	TR 13	EC135 T2 (CPDS)	TR 14	EC135 T1 (CPDS)	TR 19	EC635 T1 (CPDS)	TR 19	EC135 P1 (CPDS)	TR 16	EC135 T1 (CDS)	TR 25	EC135 P1 (CDS)	TR 22
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Ref. Publications:	<p>ECD ASB EC 135-28A-019 original issue, 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"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. The results of the safety assessment have indicated the need for immediate publication and notification, without the full public consultation process.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>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.</li> </ol>																								