


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2013-0289-E</p> <p>Date: 06 December 2013</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 21.A.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 53	Fuselage – Rear Structure / Ring Frame – Inspection
Manufacturer(s):	Eurocopter Deutschland GmbH (ECD), Eurocopter España S.A., Eurocopter SA.
Applicability:	<p>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), if equipped with mounting ring frame X9227 part number (P/N) L535H2120301 or P/N L535H2120303 or P/N L535H2120304 without frame reinforcement.</p> <p>Note: Ring frames X9227 with frame reinforcement P/N L535H2100201 are not affected by the requirements of this AD.</p>
Reason:	<p>The fuselage tail boom structure of the EC 135 / EC 635 type design is connected to the tail rotor “fenestron” housing by means of a ring frame, attached by two rivet rows each. During a recent post flight check, the pilot detected a crack which ran along three rivets across the ring frame.</p> <p>This condition, if not detected and corrected, would gradually reduce the structural integrity of the tail boom fenestron attachment, potentially resulting, in the worst case scenario, in detachment of the fenestron and consequent loss of the helicopter.</p> <p>To address this potential unsafe condition, Eurocopter Deutschland GmbH (ECD) issued Alert Service Bulletin (ASB) No. EC135-53A-029 to provide instructions for inspection.</p> <p>For the reasons described above, this AD requires repetitive visual inspections of the ring frame X9227 and, depending on findings, accomplishment of applicable corrective action(s).</p>

	This AD is considered an interim action and further AD action may follow.						
Effective Date:	10 December 2013						
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the threshold defined in Table 1 of this AD, and, thereafter, at intervals not to exceed 50 flight hours (FH), inspect the ring frame X9227 connecting the rear structure tube with the fenestron housing in accordance with the instructions of Section 3.B.1.(a) of ECD ASB EC 135-53A-029.</p> <p style="text-align: center;">Table 1: Initial inspection</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Time since new (TSN) accumulated by the helicopter on the effective date of this AD</th> <th>Compliance time</th> </tr> </thead> <tbody> <tr> <td>Less than 100 FH</td> <td>Before exceeding 100 FH TSN, or within 50 FH after the effective date of this AD, whichever occurs later</td> </tr> <tr> <td>100 FH or more</td> <td>Within 50 FH after the effective date of this AD</td> </tr> </tbody> </table> <p>(2) If, during any inspection as required by paragraph (1) of this AD, cracks are detected as specified in Section 3.B.1.(b) of ECD ASB EC 135-53A-029, before next flight, contact ECD for approved repair instructions and accomplish those instructions accordingly.</p> <p>(3) Accomplishment of approved repair instructions as required by paragraph (2) of this AD does not constitute terminating action for the repetitive inspections required by paragraph (1) of this AD.</p> <p>Note: ECD Safety Information Notice (SIN) 2636-S-56 provides further information.</p>	Time since new (TSN) accumulated by the helicopter on the effective date of this AD	Compliance time	Less than 100 FH	Before exceeding 100 FH TSN, or within 50 FH after the effective date of this AD, whichever occurs later	100 FH or more	Within 50 FH after the effective date of this AD
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Ref. Publications:	<p>ECD ASB EC135-53A-029 original issue, dated 19 November 2013.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p> <p>ECD SIN 2636-S-56 original issue, dated 10 October 2013.</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. The results of the safety assessment have indicated the need for immediate publication and notification, without the full public consultation process. 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. 						