



Airworthiness Directive Cancellation Notice

AD No.: 2013-0306-CN

Issued: 26 April 2017

Note: This Airworthiness Directive (AD) Cancellation Notice (CN) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

Design Approval Holder's Name:

AIRBUS HELICOPTERS DEUTSCHLAND GmbH

Type/Model designation(s):

EC135 and EC635 helicopters

Effective Date: 26 April 2017

TCDS Number(s): EASA.R.009

Foreign AD: Not applicable

Cancellation: This Notice cancels EASA AD 2013-0306 dated 20 December 2013.

ATA 28 – CANCELLED: Fuel – Fuel System / Supply Tank Indication – Check

Manufacturer(s):

Airbus Helicopters Deutschland GmbH (AHD), formerly Eurocopter Deutschland GmbH (ECD)
Eurocopter España S.A., formerly Eurocopter S.A.

Applicability:

EC135 P1 (CDS), EC135 P1 (CPDS), EC135 P2 (CPDS), EC135 P2+, EC135 T1 (CDS), EC135 T1 (CPDS), EC135 T2 (CPDS), EC135 T2+, EC635 P2+, EC635 T1 (CPDS) and EC635 T2+ helicopters, all serial numbers.

Reason:

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, the probes passed the acceptance test and have been returned to service.

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. 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.

This condition, if not detected and corrected, could lead to an unexpected LOW FUEL warning, possibly resulting in an emergency landing.

ECD issued Alert Service Bulletin (ASB) EC135-28A-018 providing instructions for a one-time check of the supply tank indication system and reporting of findings to ECD, and EASA issued AD 2013-0306, requiring a one-time check of the fuel probes and, depending on findings, accomplishment of applicable corrective actions.

Since EASA AD 2013-0306 was issued, review of data determined that the one-time check of the fuel probes required by that AD is no longer necessary. Furthermore, a similar test is accomplished by the manufacturer on new helicopters, prior to leaving the production line, and a regular check of the fuel probe is now included in the recommended maintenance schedule.

For the reasons described above, this Notice cancels EASA AD 2013-0306.

Required Action(s) and Compliance Time(s):

None.

Ref. Publications:

ECD ASB EC135-28A-018 original issue dated 19 December 2013, or AHD ASB EC135-28A-018 revision 01 dated 13 January 2014.

Remarks:

1. This AD-CN was posted on 23 March 2017 as PAD 17-039-CN for consultation until 20 April 2017. No comments were received during the consultation period.
2. Enquiries regarding this AD-CN should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. For any question concerning the technical content of this AD-CN, please contact Airbus Helicopters Deutschland GmbH
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