



June 5, 2009

Ref: EC135 AD 2009-11-10

Please find attached the Global AMOC allowing each operator that complied with ASB EC-135-63A-013, rev2 to use it as compliance for AD 2009-11-10. In our discussions with the FAA they are attempting to revise the AD to add the "unless previously accomplished" statement but want operators of the EC135 to have the AMOC should they be unable to publish it before the current AD adversely affects your operations.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Jones". The signature is fluid and cursive, with a long horizontal stroke at the end.

Mark Jones  
Director, Technical Support  
American Eurocopter  
2701 Forum Drive  
Grand Prairie, Texas 75052  
Phone: 972-641-5204  
Cell: 682-351-2057  
Fax: 972-641-3710  
Email: [Mark.Jones@eurocopterusa.com](mailto:Mark.Jones@eurocopterusa.com)  
[www.eurocopterusa.com](http://www.eurocopterusa.com)



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Southwest Region  
Arkansas, Louisiana,  
New Mexico, Oklahoma,  
Texas

Fort Worth, Texas 76137

June 4, 2009

Mr. Mark Jones  
Director, Technical Support  
American Eurocopter  
2701 Forum Drive  
Grand Prairie, TX 75052

Dear Mr. Jones:

We have reviewed American Eurocopter's proposed Global Alternative Means of Compliance (AMOC) with AD 2009-11-10. The AMOC proposes to:

Grant operators credit for complying with AD 2009-11-10 if they have previously complied with Eurocopter Alert Service Bulletin (ASB) EC-135-63A-013, rev 2, dated September 12, 2008.

This AMOC applies to U.S. registered Eurocopter Deutschland GmbH (Eurocopter) Model EC135 helicopters with a main transmission with a serial number of 0001 through 1420 and 1500 through 1749 installed, certificated in any category.

American Eurocopter's proposed Global AMOC with AD 2009-11-10 is FAA approved for the following section of the AD:

#### **Actions and Compliance**

(e) Within 3 hours time-in-service (TIS) if unusual vibrations are detected during the start phase or the shutdown phase when the main rotors are not at full operation RPM, or within 50 hours TIS after the effective date of this AD, whichever occurs first, do the following:

(1) Remove the lower transmission cover.

Note 1: You may drain the oil into a clean container so that it can be reused.

(2) Measure the clearance between the outer race and the transmission housing at four positions offset by 90° using a feeler gauge as depicted in Figure 1 of Eurocopter Alert Service Bulletin EC135-63A-013, Revision 02, dated September 12, 2008 (ASB). If the measured maximum clearance is:

(i) Less than or equal to 0.1 mm—install locking washers, tighten all screws, and re-measure the clearance by following paragraphs 3.B.(3) through 3.B.(7) of the ASB.

(ii) More than 0.1 mm—determine the difference between the smallest and the largest clearance and:

(A) If the difference is less than 0.4 mm—install locking washers, tighten all screws, and re-measure the clearance by following paragraphs 3.B.(2) through 3.B.(7) of the ASB.

(B) If the difference is equal to or more than 0.4 mm—replace the transmission before further flight with an airworthy transmission that has been modified in accordance with paragraph 3.B. of the ASB.

(iii) If the re-measured clearances obtained in accordance with paragraphs (e)(2)(i) or

2

(c)(2)(ii)(A) of this AD are not less than or equal to 0.05 mm, replace the transmission with an airworthy transmission that has been modified in accordance with paragraph 3.B. of the ASB.

(3) Reinstall the lower transmission cover and replenish the transmission oil.

Note 2: If the transmission oil was drained into a clean container, it can be reused. Also, if the O-ring on the lower transmission cover is not damaged, it can be reused once.

(f) After the effective date of this AD, install only main transmissions that have been modified in accordance with paragraph 3.B.(3) of the ASB.

American Eurocopter is authorized to distribute this AMOC letter to all affected owner/operators.


This AMOC is transferable and will continue to apply if the aircraft is transferred to a new owner/operator.

Before using this AMOC, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

This approval is subject to the following condition: If in the future the Rotorcraft Directorate determines that the AMOC does not provide an acceptable level of safety, the Rotorcraft Directorate may revoke or revise the terms of the AMOC following notice to the requestor and a seven-day opportunity for the requestor to comment on the revocation or proposed revocation.

If you have questions, please contact Chinh Vuong, by phone at 817-222-5116 or email at Chinh.Vuong@faa.gov.

Sincerely,

  
Jim Grigg  
Acting Manager, Safety Management Group  
Rotorcraft Directorate