



## Airworthiness Directive

**AD No.:** 2021-0238

**Issued:** 02 November 2021

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

### Design Approval Holder's Name:

LEONARDO S.p.A.

### Type/Model designation(s):

AW169 helicopters

**Effective Date:** 16 November 2021

**TCDS Number(s):** EASA.R.509

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 28 – Fuel – Fuel Tank Vent Lines – Inspection

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### Manufacturer(s):

Leonardo S.p.A. Helicopters, formerly Finmeccanica S.p.A., AgustaWestland S.p.A.

### Applicability:

AW169 helicopters, serial numbers (s/n) from 69006 up to 69125 inclusive, except s/n 69040; and s/n 69130, 69132, 69133, 69134, 69136 and 69139.

### Definitions:

For the purpose of this AD, the following definitions apply:

**The ASB:** Leonardo Alert Service Bulletin (ASB) 169-205.

### Reason:

An occurrence was reported where, during the troubleshooting following an unexpected fuel system behaviour, it has been discovered that one of the two fuel tank vent lines was not in the proper condition. Investigation determined that this was due to an excessive presence of sealant, which was obstructing the vent line itself. The most critical scenario envisaged is the loss (blockage) of both fuel tank vent lines.

This condition, if not detected and corrected, could lead to dual engine "flame out" due to fuel starvation.



To address this potential unsafe condition, Leonardo published the ASB to provide inspection instructions.

For the reason described above, this AD requires a one-time inspection of the fuel tank vent lines and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

#### **Inspection:**

- (1) Within 50 flight hours or 2 months, whichever occurs first after the effective date of this AD, inspect both fuel tank vent lines in accordance with the instructions of section 3 of the ASB.

#### **Corrective Action(s):**

- (2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy is detected, before next flight, remove the sealant obstructions from the affected area(s) in accordance with the instructions of the ASB, contact Leonardo for approved corrective actions instructions and, within the compliance time specified therein, accomplish those instructions accordingly.

#### **Ref. Publications:**

Leonardo S.p.A. SB 169-205 original issue dated 20 September 2021.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

#### **Remarks:**

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 24 September 2021 as PAD 21-138 for consultation until 22 October 2021. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any question concerning the technical content of the requirements in this AD, please contact: Leonardo S.p.A. Helicopters, E-mail: [engineering.support.lhd@leonardocompany.com](mailto:engineering.support.lhd@leonardocompany.com).

