

## Airworthiness Directive

**AD No.:** 2023-0095

**Issued:** 08 May 2023

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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

**Design Approval Holder's Name:**

AIRBUS HELICOPTERS

**Type/Model designation(s):**

AS 332 and EC 225 helicopters

**Effective Date:** 22 May 2023

**TCDS Number(s):** EASA.R.002

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 28 – Fuel – Fuel Filter – Inspection

**Manufacturer(s):**

Airbus Helicopters (AH), formerly Eurocopter, Eurocopter France, Aérospatiale

**Applicability:**

AS 332 C, AS 332 C1, AS 332 L, AS 332 L1 and AS 332 L2 helicopters, all serial numbers (s/n); and EC 225 LP helicopters, all s/n.

**Definitions:**

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

**The ASB:** AH Alert Service Bulletin (ASB) AS332-28.00.88 and ASB EC225-28A030, as applicable.

**Affected part:** Fuel filter Manufacturer Part Number (MP/N) 4020P25-5 (AH P/N 704A44620049).

**Serviceable part:** An affected part that is new (never installed) or that, before installation, has passed an inspection (no defect found) in accordance with the instructions of the ASB.

**Reason:**

An occurrence was reported of finding cracks on the right-hand (RH) side fuel filter bowl, following an engine flame out. Subsequent investigation determined that the cracking may have been initiated by over-torquing of the stirrup thumbscrew during replacement of the fuel filter cartridge.

This condition, if not detected and corrected, could lead to further cases of fuel filter bowl cracking and, in case of dual (both RH and left-hand (LH) sides) filter bowl failure, possibly resulting in in-flight shutdown of both engines with consequent reduced control of the helicopter.

To address this potential unsafe condition, AH issued the ASB to provide inspection instructions for the affected part.

For the reasons described above, this AD requires a one-time inspection of each affected part and, depending on findings, replacement with a serviceable part, as defined in this AD.

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

Required as indicated, unless accomplished previously:

**Inspection(s):**

- (1) Within 55 flight hours or 30 days, whichever occurs first after the effective date of this AD, inspect each affected part (RH and LH sides) in accordance with the instructions of the ASB.

**Corrective Action(s):**

- (2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy is detected as defined in the ASB, before next flight, replace the affected part with a serviceable part in accordance with the instructions of the applicable ASB.

**Parts Installation:**

- (3) From the effective date of this AD, it is allowed to install on any helicopter an affected part (RH or LH side), provided it is a serviceable part.

**Ref. Publications:**

AH ASB AS332-28.00.88 original issue dated 25 April 2023.

AH ASB EC225-28A030 original issue dated 25 April 2023.

The use of later approved revisions of the above-mentioned documents 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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.



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: Airbus Helicopters (Technical Support), Aéroport de Marseille Provence 13725 Marignane Cedex, France, Telephone +33 (0)4 42 85 97 97, Fax +33 (0)4 42 85 99 66, Web portal: <https://keycopter.airbushelicopters.com> > Technical Requests Management, E-mail: [TechnicalSupport.Helicopters@airbus.com](mailto:TechnicalSupport.Helicopters@airbus.com).

