EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 15-114 **Date: 01 September 2015** Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.
All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.

Design Approval Holder's Name:	**Type/Model designation(s):**
AIRBUS HELICOPTERS	AS 355 helicopters

TCDS Number:	EASA.R.146
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA AD 2013-0205 dated 09 September 2013.

ATA 28	**Fuel – FUELTRON Flowmeter – Removal**
Manufacturer(s):	Airbus Helicopters (formerly Eurocopter, Eurocopter France, Aerospatiale)
Applicability:	AS 355 E, AS 355 F, AS 355 F1 and AS 355 F2 helicopters, all serial numbers.
Reason:	An occurrence was reported of an AS 355 helicopter where, after landing, an uncontrolled flame-out of engine No.1 occurred. Analysis results revealed that a particle contamination had obstructed the FUELTRON flowmeter, possibly introduced during refuelling of the helicopter. The obstruction was due to the cross-section of the passage area of the flowmeter being smaller than the meshes in the upstream fuel pump strainer, allowing the particles to pass through the strainer. The installed FUELTRON flowmeter Part Number (P/N) 704A37-670-001 is identical for both engines. This condition (simultaneous obstruction of both flowmeters for both engines), if not detected and corrected, could lead to the flame-out of both engines in flight, possibly resulting in reduced control of the helicopter. To address this potential unsafe condition, Eurocopter issued Alert Service Bulletin (ASB) AS355-28.00.20 to provide modification instructions and, consequently, EASA issued AD 2013-0205 to require removal of the FUELTRON flowmeter and modification of the fuel system. Since that AD was issued, Airbus Helicopters developed a modification that allows (re-)installation of the FUELTRON flowmeter, provided a new (modified) fuel booster pump with a strainer of an appropriate mesh size is also installed. This modification is accepted as an alternative method of compliance (AMOC) to the requirements of AD 2013-0205. For the reasons described above, this AD retains the requirements of EASA AD

	2013-0205, which is superseded, and introduces an alternative modification, allowing re-installation of the FUELTRON flowmeter, on the condition that, when modified, only new (modified) fuel booster pumps can be installed as replacement part.
Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) For helicopters with modification (mod) 350A070791 embodied in production (installation of the FUELTRON flowmeter), within 5 months or 750 flight hours, whichever occurs first after 23 September 2013 [the effective date of EASA AD 2013-0205], accomplish the actions as specified in paragraphs (1.1) and (1.2) of this AD concurrently, in accordance with the instructions of the Eurocopter ASB AS355-28.00.20. (1.1) Remove FUELTRON flowmeter P/N 704A37-670-001 (both engines) and modify the fuel system (1.2) Disable the electrical wiring connections related to the flowmeter installations. (2) From 23 September 2013 [the effective date of EASA AD 2013-0205], do not install a FUELTRON flowmeter P/N 704A37-670-001 on any helicopter. (3) As an alternative to the requirements of paragraph (1) of this AD, replace (on both engines) fuel booster pump P/N P94C16-602 with fuel booster pump P/N P94C16-620, reinstall (on both engines) FUELTRON flowmeter P/N 704A37-670-001, and enable the electrical wiring connections related to the fuel flowmeter installation, in accordance with the instructions of Airbus Helicopters Service Bulletin (SB) AS355-28.00.21. (4) Modification of a helicopter as specified in paragraph (3) of this AD cancels the requirement of paragraph (2) of this AD for that helicopter. (5) Do no install a fuel booster pump P/N P94C16-602 on a helicopter, as required by paragraph (5.1) or (5.2) of this AD, as applicable. (5.1) For a helicopter (optionally) modified as specified in paragraph (3) of this AD: After modification of that helicopter. (5.2) For a helicopter with Airbus Helicopters mod 355A085801 embodied in production: From the effective date of this AD. Note: Actions to prevent fuel contamination during refuelling can be found in Eurocopter Information Notice No. 2145-I-28 and work card 20.07.02.208.
Ref. Publications:	Eurocopter ASB AS355-28.00.20 dated 06 June 2013, or Airbus Helicopters ASB AS355-28.00.20 Revision 1 dated 24 June 2015. Airbus Helicopters SB AS355-28.00.21 original issue dated 24 June 2015. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks:	1. This Proposed AD will be closed for consultation on 29 September 2015. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: EUROCOPTER (STDI) – Aéroport de Marseille Provence, 13725 Marignane Cedex, France Telephone +33 (4) 12 85 97 97; Fax +33 (4) 85 99 66; E-mail: Directive.technical-support@eurocopter.com.