



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 21-138

**Issued:** 24 September 2021

Note: This Proposed Airworthiness Directive (PAD) 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.

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 date indicated.

**Design Approval Holder's Name:**

LEONARDO S.p.A.

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

AW169 helicopters

**Effective Date:** [TBD - standard: 14 days after AD issue date]

**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. This Proposed AD will be closed for consultation on 22 October 2021.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, 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 PAD 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.
4. For any question concerning the technical content of the requirements in this PAD, please contact: Leonardo S.p.A. Helicopters, E-mail: [engineering.support.lhd@leonardocompany.com](mailto:engineering.support.lhd@leonardocompany.com).

