

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 1998-318-071(A) R6
In case of any difficulty, reference should be made to the French original issue.

EUROCOPTER

AS 332 helicopters

Fuel Filter By-Pass Valve (ATA 01, 28)

1. EFFECTIVITY

AS 332 helicopters, versions: C, C1, L and L1 equipped with fuel filter P/Nos.:

- 4020P25 (704A44620031)
- 4020P25-1 (704A44620034)
- 4020P25-2 (704A44620035)
- 4020P25-3 (704A44620036)
- 4020P25-11 (704A44620037)
- 4020P25-4 (704A44620044).

This Airworthiness Directive does not apply to aircraft modified per MOD 0726087 or in compliance with EUROCOPTER AS 332 Service Bulletin No. 28.00.38.

2. REASONS

This Airworthiness Directive is prompted following occurrences of jammed by-pass valves discovered during scheduled fuel filter maintenance checks and which could lead to in-flight engine flame-out.

Revision 5 of this Airworthiness Directive covers the conversion of the Service Telex into a Service Bulletin, which introduces no modification to the technical content.

Revision 6 of this Airworthiness Directive covers the conversion of the Service Bulletin into an Alert Service Bulletin (ASB), and introduces no modification to the technical content of the Airworthiness Directive, but provides additional information in paragraph 1 above.

3. MANDATORY ACTIONS AND COMPLIANCE TIME

The instructions contained in referenced EUROCOPTER AS 332 Alert Service Bulletin (ASB) No. 01.00.56 R1 are rendered mandatory.

a) The precautionary measures specified in paragraph 2.B of the referenced Alert Service Bulletin (ASB) are to be taken from the effective date of Revision 4 of this Airworthiness Directive:

- within the next 25 flight hours (unless these precautionary measures have already been taken previously),
- each time the pre-clogging indicator light comes on,
- each time after installing a fuel filter specified in paragraph 1 above.

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- b) Within 25 flight hours following the effective date of the original issue of this AD, flight crews must be reminded of the procedure to be applied in flight in the event of filter pre-clogging detection as described in paragraph 2.B.3 of the referenced Alert Service Bulletin (ASB) (unless this has already been done).
- c) Paragraph 2.B.3 of the referenced Alert Service Bulletin (ASB) must be incorporated in the Flight Manual, in Section 3 "EMERGENCY PROCEDURES", in the "Fuel System Failures" paragraph at the latest within 25 flight hours following the effective date of the original issue of this AD (unless this has already been done). The DGAC Flight Manual must also be kept up to date by incorporating Conditional Revision RCe or any further approved revision dealing with "fuel system failures".

REF.: EUROCOPTER AS 332 Alert Service Bulletin (ASB) No. 01.00.56 R1
Flight Manual, Conditional Revision RCe date code 00-11.

This Revision 6 replaces AD 1998-318-071(A) R5 dated October 18, 2000.

EFFECTIVE DATES :

**Original AD : On receipt of the telegraphic AD
issued on JULY 24, 1998**

Revision 1 : NOVEMBER 14, 1998

Revision 2 : On receipt from JULY 28, 1999

Revision 3 : MAY 13, 2000

Revision 4 : On receipt from SEPTEMBER 06, 2000

Revision 5 : OCTOBER 28, 2000

Revision 6 : APRIL 28, 2001