EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2008-0179 **Date: 24 October 2008** Note: This Airworthiness Directive (AD) 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

This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].

Type Approval Holder's Name :	**Type/Model designation(s) :**
Eurocopter	SA 330 F, G and J helicopters

TCDS Number :	EASA.R.002
Foreign AD :	Not applicable
Supersedure :	None

ATA 28	**Fuel System – Fuel Tank Vent Roll-over Safety Valves – Check**
Manufacturer(s):	Eurocopter (formerly Eurocopter-France, Aérospatiale)
Applicability:	Eurocopter SA 330 F, SA 330 G and SA 330 J helicopters, if fitted with roll-over safety valves, and which have flown at least once in sandy conditions since the last time the safety valves were checked in accordance with maintenance Work Card 28.11.605. **Note:** For the purpose of this AD, flight in sandy atmosphere means operating the helicopter in sandy wind conditions and/or taking-off or landing on sandy ground.
Reason:	While parked, two SA 330 Ea helicopters (military version) were blown over by very high winds, and fuel had run out of (most of) the fuel tank vents on both helicopters. This fuel loss was due to fuel system roll-over safety valves that had remained jammed in the open position after accumulation of sand and subsequent corrosion within the valves. This condition, if not corrected, represents a fire hazard if fuel escapes from an aircraft lying on its side, e.g. after an emergency landing. The Maintenance Program (PRE) for the SA 330 civil versions defines an inspection and cleaning interval of 60 months, but there is no inspection interval for these safety valves in the PRE for helicopter military versions. Considering that no occurrences of damage have been reported affecting these safety valves on civilian SA 330 helicopters, the cause of the problem is deemed to be a lack of safety valve maintenance. In response to this incident, the current Maintenance Program will be improved to reduce the check interval for the safety valves to 24 months for civil helicopters operating in sandy conditions. For the reasons described above, pending the PRE update and to prevent the fleet from any risk of the roll-over safety valves jamming in the open position, this new EASA AD requires a one-time check of the affected safety valves and follow-

	up corrective actions, depending on findings.
Effective Date:	31 October 2008
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) For helicopters on which the last check in accordance with maintenance Work Card 28.11.605 has been done more than 2 years prior to the effective date of this AD and have flown at least once in sandy conditions after that check, within 1 month after the effective date of this AD, perform a one-time check of the fuel tank vents in accordance with the instructions of paragraph 2.B of Eurocopter SA330 Alert Service Bulletin (ASB) N° 28.12. (2) For helicopters which have been checked in accordance with maintenance Work Card 28.11.605 within the last 2 years prior to the effective date of this AD and have flown at least once in sandy conditions after that check, not later than 2 years after performing that check, perform a one-time check of the fuel tank vents in accordance with the instructions of paragraph 2.B of Eurocopter SA330 ASB N° 28.12. (3) When any discrepancy is found, before next flight, restore the fuel tank vent line to functionality and replace the fuel tank vent safety valve with a serviceable unit. (4) After the effective date of this AD, no person shall install on any helicopter a roll-over safety valve which has logged flight hours, unless the valve has been checked in accordance with the instructions of paragraph 2.B of Eurocopter SA330 ASB N° 28.12.
Ref. Publications:	Eurocopter SA 330 Alert Service Bulletin N° 28.12 dated 22 October 2008. The use of later approved revisions of this 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. Required actions and the risk assessment have warranted the immediate adoption of this Final AD with request for comments. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA; E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: EUROCOPTER (STDI), Aéroport de Marseille Provence, 13725 Marignane Cedex, France Telephone: +33 (0) 4 42 85 97 97, Fax +33 (0) 4 42 85 99 66 E-mail Directive.technical-support@eurocopter.com