



European Union Aviation Safety Agency

Airworthiness Directive

AD No.: 2025-0287

Issued: 17 December 2025

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 355 helicopters

Effective Date: 31 December 2025

TCDS Number(s): EASA.R.146

Foreign AD: Not applicable

Supersedure: None

ATA 71 – Powerplant – Fuel Draining System – Inspection

Manufacturer(s):

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

Applicability:

AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all serial numbers.

Definitions:

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

The ASB: AH Alert Service Bulletin (ASB) AS355-05-00-0003 or AS355-05-00-0004 , as applicable.

Affected part: Rear cargo compartment hose, right side and left side, Part Number (P/N) 350A21010123 (manufacturer P/N 350A21-0101-23).

Serviceable part: An affected part, which is new (never previously installed).

Groups: Group 1 helicopters are AS 355 N and AS 355 NP helicopters, which have an affected part installed. Group 2 helicopters are AS 355 E, AS 355 F, AS 355 F1 and AS 355 F2 helicopters, which have an affected part installed. Group 3 helicopters are those that do not have an affected part installed.



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Reason:

An occurrence was reported, where the hose of the draining system was found broken in the rear cargo compartment on a helicopter, and the engine combustion chamber drain valve was blocked in the open position. Subsequent investigation showed that the hose cannot withstand high temperature, in case of hot air leakage due to a failure of the engine drain valve.

This condition, if not detected and corrected, could lead to leakage of hot air and to consequent damage of the surrounding parts or to an undetected fire in the cargo compartment, possibly resulting in reduced control of the helicopter.

To address this potential unsafe condition, AH issued the ASB, as defined in this AD, providing instructions for inspection of the affected parts, for installation of a silicone tape around the affected parts, for installation of a thermal paper on the drain pipes on the upper deck, and for the repetitive inspections and replacement of the thermal paper.

For the reasons described above, this AD requires accomplishment of inspections of the affected parts, and depending on findings, corrective action(s). This AD also requires for certain helicopters installation of thermal paper on the drain pipe on the upper deck and their repetitive inspections and replacement.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Inspections:

- (1) For Group 1 helicopters: Within 165 flight hours (FH) after the effective date of this AD, accomplish an operational check of each engine drain valve, inspect each affected part and install a thermal paper on each drain pipe on the upper deck in accordance with the instructions of the ASB.
- (2) For Group 2 helicopters: Within 110 FH after the effective date of this AD, and, thereafter, at intervals not exceeding 110 FH, accomplish an operational check of each engine drain valve in accordance with the instructions of the ASB.
- (3) For Group 2 helicopters: Concurrently with the initial operational check as required by paragraph (2) of this AD, inspect each affected part in accordance with the instructions of the ASB.

Corrective Action(s):

- (4) For Group 1 helicopters: If, during the inspection as required by paragraph (1) of this AD, no discrepancy as specified in the ASB is detected on an affected part, before next flight, install silicone tape on that affected part in accordance with the instructions of the ASB.
- (5) For Group 1 helicopters: If, during the inspection as required by paragraph (1) of this AD, any discrepancy as specified in the ASB is detected on an affected part, before next flight, replace that affected part with a serviceable part and install silicone tape on that serviceable part in accordance with the instructions of the ASB.



(6) For Group 1 helicopters: From the effective date of this AD, after installation of the thermal paper(s), as required by paragraph (1) of this AD, after each last flight of the day, accomplish a visual inspection of those thermal papers in accordance with the instructions of the ASB (see Note 1 of this AD).

Note 1: The action(s) required by paragraph (6) of this AD may be accomplished by suitably authorised flight crew under the provisions of [Commission Regulation \(EU\) No 1321/2014](#) 145.A.30(j)3 or M.A.606(h)1, as applicable.

(7) For Group 1 helicopters: If, during any inspection as required by paragraph (6) of this AD, any discrepancy as specified in the ASB is detected on a thermal paper (LH or RH), before next flight, accomplish an operational check of the engine drain valve (LH or RH, as applicable), replace the affected part (LH or RH, as applicable) with a serviceable part, install silicone tape on that serviceable part, and replace that thermal paper in accordance with the instructions of the ASB.

(8) For Group 2 helicopters: If, during the inspection as required by paragraph (3) of this AD, no discrepancy as specified in the ASB is detected on an affected part (LH or RH), before next flight, install silicone tape on that affected part in accordance with the instructions of the ASB.

(9) For Group 2 helicopters: If, during any inspection as required by paragraph (3) of this AD, any discrepancy as specified in the ASB is detected on an affected part, before next flight, replace that affected part with a serviceable part, install silicone tape on that serviceable part and replace the drain pipe between the engine drain valve of the engine combustion chamber and the upper deck (LH or RH, as applicable) in accordance with the instructions of the ASB.

(10) For Group 2 helicopters: If, during any operational check as required by paragraph (2) of this AD, any discrepancy is detected on the engine drain valve (LH or RH), before next flight, unless already accomplished as required by paragraph (8) or (9) of this AD, as applicable, replace the drain pipe between the drain valve of the engine combustion chamber and the upper deck (LH or RH, as applicable), replace the affected part (LH or RH, as applicable) with a serviceable part and install silicone tape on that serviceable part in accordance with the instructions of the ASB.

Replacement:

(11) For Group 1 helicopters: From the effective date of this AD, within 3 months after each installation or replacement of a thermal paper as required by this AD, as applicable, replace that thermal paper in accordance with the instructions of the ASB.

Terminating Action(s):

(12) None.

Part(s) Installation:

(13) For Group 1, Group 2 and Group 3 helicopters: From the effective date of this AD, it is allowed to (re)install an affected part on a helicopter, provided that:



(13.1) It is a serviceable part, as defined in this AD, or that it passes an inspection as required by paragraph (1), (2) and (3), as applicable, of this AD; and

(13.2) Before next flight after its installation, silicone tape is installed on that affected part in accordance with the instructions of the ASB.

Following installation, the helicopter is considered a Group 1 or Group 2 helicopter and the actions required by this AD for Group 1 or Group 2 helicopters must be accomplished accordingly.

Ref. Publications:

AH ASB AS355-05-00-0003 original issue dated 15 December 2025.

AH ASB AS355-05-00-0004 original issue dated 15 December 2025.

The use of later approved revisions of the above-mentioned 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. 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. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 14 January 2026. Only if any comment is received during the consultation period, a Comment Response Document will be published in the [EASA Safety Publications Tool](#), in a compressed ('zipped') file, attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: 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); E-mail: TechnicalSupport.Helicopters@airbus.com, or Airbus World: Technical Request Management: <https://airbusworld.helicopters.airbus.com>.

