



## Emergency Airworthiness Directive

**AD No.:** 2017-0211-E

**Issued:** 23 October 2017

Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, 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 Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

### Design Approval Holder's Name:

AIRBUS HELICOPTERS

### Type/Model designation(s):

EC175 B helicopters

**Effective Date:** 25 October 2017

**TCDS Number(s):** EASA.R.150

**Foreign AD:** Not Applicable

**Supersedure:** None

### ATA 05 – Time Limits / Maintenance checks – Airworthiness Limitations

#### Manufacturer(s):

Airbus Helicopters (AH)

#### Applicability:

EC175 B helicopters, all manufacturer serial numbers.

#### Reason:

Prompted by the early removal of some components of the main rotor head (MRH), it was determined that the certification assumptions on the use of the EC175 helicopter in a specific domain (low altitude, high speed) were not conservative for some operators, typically conducting off-shore missions. Consequently, the airworthiness limitations were reassessed and it was concluded that some intervals for mandatory inspections, published in Section 04-20 of the Airworthiness Limitations Section (ALS), needed to be reduced.

This condition, if not corrected, could lead to part failure, possibly resulting in an unsafe condition.

Prompted by these findings, AH issued EC175 Emergency Alert Service Bulletin (ASB) 05A017, introducing the new intervals and providing instructions for helicopter having parts installed that are close to, or have exceeded the reduced intervals.



In addition, more accurate substantiation methodologies and assumptions resulted in the need to recalculate the corrective multiplication (penalty) factors applicable to the kind of operations identified in the ALS, resulting for some parts in more restrictive penalty factors in case of CAT A training operations. Consequently, AH issued EC175 Emergency ASB 04A002, providing instructions to recalculate the accumulated flight hours (FH) of the affected parts, and actions for helicopters with parts installed that have exceeded the applicable recalculated Service Life Limit (SLL) or the applicable limit for mandatory inspections (CHK).

Finally, the results of the reassessment of the usage spectrum, the updated penalty factors and the extension of some provisional SLL have been included in the EC175 B ALS Revision 8 dated 02 October 2017, approved by EASA, hereafter referred to as 'the ALS' in this AD.

For the reasons described above, this AD requires recalculation of the accumulated FH of the affected parts, applying the new penalty factors, accomplishment of the related corrective action(s) and the implementation of the new or more restrictive maintenance instructions and/or airworthiness limitations as specified in the ALS.

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

Required as indicated, unless accomplished previously:

Note 1: For the purpose of this AD, "affected parts" are those identified in the tables of paragraphs 3.B.1 and 3.B.2 of AH EC175 Emergency ASB 04A002 dated 23 October 2017.

#### Consumed Service Life Re-calculation:

- (1) Before next flight after the effective date of this AD, re-calculate the service life and the time since last inspections accumulated by the affected parts in accordance with the instructions of paragraph 3.B of AH EC175 Emergency ASB 04A002.

#### Life Limit Implementation / Part Replacement:

- (2) From the effective date of this AD, accomplish the following actions as specified in the ALS (see Note 2 of this AD):
  - (2.1) Replace each component before or upon reaching the applicable SLL, and
  - (2.2) Within the thresholds and intervals as specified in ALS, accomplish all applicable maintenance tasks.

Note 2: AH EC175 Emergency ASB 05A017 dated 23 October 2017 and Emergency ASB 04A002 dated 23 October 2017 contain the allowed one-time exceedances for replacing or inspecting parts that, on the effective date of this AD, have reached or exceeded the new SLL or inspection threshold or interval, as applicable.

- (3) In case of finding discrepancies (as defined in the ALS) during accomplishment of any task as required by paragraph (2) of this AD, within the compliance time specified in the ALS, accomplish the applicable corrective action(s) in accordance with the approved maintenance documentation. If no compliance time is identified in the ALS, accomplish the applicable



corrective action(s) before next flight. If a detected discrepancy is not identified in the ALS, before next flight, contact AH for approved instructions and accomplish those instructions accordingly.

**Aircraft Maintenance Programme (AMP) Revision:**

- (4) Within 12 months after the effective date of this AD, revise the approved AMP, on the basis of which the operator or the owner ensures the continuing airworthiness of each operated helicopter, by incorporating the limitations, tasks and associated thresholds and intervals described in the ALS, as applicable to helicopter model and depending on helicopter configuration.

**Credit:**

- (5) For an AMP that, on the effective date of this AD, is already updated to incorporate the maintenance tasks and life limitations as specified in AH EC175 B ALS Revision 7, that action ensures (see Note 3 of this AD) the continued accomplishment of those tasks and limitations.

Consequently, for an helicopter to which that AMP applies, it is acceptable to accomplish the new and more restrictive tasks and limitations, as applicable to helicopter model and depending on helicopter configuration, as defined in, and within the compliance times as specified in, the ALS, to comply with paragraph (2) of this AD.

**Recording AD compliance:**

- (6) When the AMP of an helicopter has been revised as required by paragraph (4) or (5) of this AD, as applicable, that action ensures (see Note 3 of this AD) continued accomplishment of the tasks as required by paragraphs (2) and (3) of this AD for that helicopter. Consequently, after revising the AMP, as required by paragraph (4) or (5) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

**Parts Installation:**

- (7) From the effective date of this AD, installation on a helicopter of any part included in the ALS is allowed, provided the part is new, or has not exceeded its applicable SLL and has passed all inspections (irrespective of time since last inspection) as required by Section 04-20 and 04-30 of the ALS and that, following installation, the part is inspected as required by this AD.

Note 3: For affected EC175 B helicopters registered in Europe, complying with the approved AMP, as specified in paragraph (4) or (5) of this AD, as applicable, is required by Commission Regulation (EU) [1321/2014](#), Part M.A.301, paragraph 3.

**Ref. Publications:**

AH EC175 ASB 04A002 Revision 0 dated 23 October 2017.

AH EC175 ASB 05A017 Revision 0 dated 23 October 2017

AH EC175 B ALS Revision 8 dated 02 October 2017.



The use of later approved revisions of these documents 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. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters (Technical Support), 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: Web portal: <https://keycopter.airbushelicopters.com> > Technical Requests Management, or E-mail: [support.technical-airframe.ah@airbus.com](mailto:support.technical-airframe.ah@airbus.com).

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