



Emergency Airworthiness Directive

AD No.: 2018-0236-E

Issued: 02 November 2018

Note: This Emergency 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, 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 (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS HELICOPTERS

Type/Model designation(s):

EC 175 B helicopters

Effective Date: 06 November 2018

TCDS Number(s): EASA.R.150

Foreign AD: Not applicable

Supersedure: None

ATA 32 – Landing Gear – Emergency Flotation Unit – Inspection / Replacement

Rotorcraft Flight Manual / Master Minimum Equipment List – Temporary Revision

Manufacturer(s):

Airbus Helicopters (AH)

Applicability:

EC 175 B helicopters, all manufacturer serial numbers.

Definitions:

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

Affected part: Emergency Flotation Unit (EFU) Manufacturer Part Number (MP/N) SE13876 (P/N: M254A30A0001) or MP/N SE24251 (P/N: M254A30A0002).

Serviceable part: An affected part which is new, or has passed an inspection (no defects found) in accordance with the instructions of the ASB.

The ASB: AH EC 175 Alert Service Bulletin (ASB) EC175-25A028 Revision 1.



Groups: Group 1 helicopters are those equipped with the removable parts of the Emergency Flotation System (EFS). Group 2 helicopters are those equipped only with the fixed parts of the EFS.

Reason:

An occurrence was reported of an unwanted inflation of the flotation gear. After Automatic Power-up Built-in Test (PBIT) during pre-flight test, the EFU presented an anomaly, leading to "FLOAT TEST FAIL" advisories on pilot and co-pilot displays. These advisories disappeared after reset of the EFU. Results of technical investigations confirmed that the EFS worked as expected. The investigation on the EFU found contamination on one of the printed circuit boards (PCB) of the EFU, which caused a short circuit, triggering the unwanted inflation.

This condition, if not detected and corrected, could lead to further events of un-commanded EFS deployment, possibly above the VNE EFS and possibly resulting in loss of control of the helicopter.

To address this unsafe condition, AH issued the ASB to provide a Temporary Revision of the Rotorcraft Flight Manual (RFM) and Master Minimum Equipment List (MMEL) to prevent the use of manual mode and to require a one time inspection of the PCB.

For the reasons described above, this AD requires an immediate adoption of the temporary revisions of RFM and MMEL, a one-time inspection of the PCB and, depending on findings, replacement of the affected part.

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

Required as indicated, unless accomplished previously:

RFM and MMEL Amendments:

- (1) For Group 1 helicopters: Before next flight after the effective date of this AD, amend the RFM and implement the MMEL changes in accordance with the instructions of the ASB, inform all flight crews, and thereafter operate the helicopter accordingly.
For Group 2 helicopters: Before installation of the removable parts of the EFS after the effective date of this AD, amend the RFM and implement the MMEL changes in accordance with the instructions of the ASB, inform all flight crews, and thereafter operate the helicopter accordingly.

Inspection(s):

- (2) For Group 1 helicopters: Within 50 flight hours or 30 days, whichever occurs first after the effective date of this AD, inspect the affected parts in accordance with the instructions of the ASB.

Corrective Action(s):

- (3) If, during the inspection as required by paragraph (2) of this AD, any discrepancies are detected on an affected part, before next flight, replace that affected part with a serviceable part in accordance with the instructions of the ASB.

Parts Installation:

- (4) For Group 1 and Group 2 helicopters: From the effective date of this AD, it is allowed to install an affected part, provided that the part is a serviceable part, as defined in this AD.



Ref. Publications:

AH EC 175 ASB EC175-25A028 Revision 1 dated 22 October 2018.

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. 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.
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](#).
5. 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, Web portal: <https://keycopter.airbushelicopters.com> > Technical Requests Management, or E-mail: support.technical-airframe.ah@airbus.com.

