

Airworthiness Directive

AD No.: 2019-0148R1

Issued: 27 April 2021

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, 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: Revision 1: 04 May 2021
 Original issue: 25 June 2019

TCDS Number(s): EASA.R.150

Foreign AD: Not applicable

Revision: This AD revises EASA Emergency AD 2019-0148-E dated 21 June 2019.

ATA 55 – Stabilizers – Horizontal Stabilizer Spar – Inspection

Manufacturer(s):

Airbus Helicopters (AH)

Applicability:

EC 175 B helicopters, all serial numbers, except those having AH modification (mod) 99A05341 embodied in production.

Definitions:

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

The ASB: AH EC175 Emergency Alert Service Bulletin (ASB) EC175 05A030.

Reason:

During daily inspection a crack was found on the horizontal stabilizer skin and on the horizontal stabilizer main spar.

This condition, if not detected and corrected, could lead to partial loss of the horizontal stabilizer, possibly resulting in loss of control of the helicopter.

To address this potential unsafe condition, AH issued the ASB, providing instructions to inspect the horizontal stabilizer main spar for cracks and, consequently, EASA issued Emergency AD

2019-0148-E to require repetitive inspections of the horizontal stabilizer main spar and, depending on findings, replacement of the horizontal stabilizer. That AD was considered an interim action, pending the development of a dedicated modification.

Since that AD was issued, AH developed mod 99A05341, which permanently addresses the above described potential unsafe condition.

This AD is revised accordingly, to reduce the Applicability by excluding post-mod 99A05341 helicopters.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Before next flight after 25 June 2019 [the effective date of the original issue of this AD], and, thereafter, at intervals not to exceed 10 flight hours, inspect the horizontal stabilizer main spar in accordance with the instructions of Paragraph 3.B of the ASB.

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1), any crack is found on the horizontal stabilizer main spar, before next flight, replace the affected horizontal stabilizer with a serviceable part in accordance with the instructions of Paragraph 3.B of the ASB.

Terminating Action:

- (3) None.

Ref. Publications:

AH EC175 Emergency ASB EC175 05A030 original issue dated 20 June 2019.

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.
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), web portal:
<https://keycopter.airbushelicopters.com> Technical Requests Management, or e-mail:
support.technical-airframe.ah@airbus.com, and TechnicalSupport.Helicopters@airbus.com.

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