

Airworthiness Directive

AD No.: 2020-0094R1

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: 12 May 2020

TCDS Number(s): EASA.R.150

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2020-0094 dated 28 April 2020, which superseded EASA AD 2019-0255 dated 16 October 2019.

ATA 52 – Doors – Cargo Door Locking Mechanism – Inspection

Manufacturer(s):

Airbus Helicopters (AH)

Applicability:

EC 175 B helicopters, all serial numbers, except those having AH modification (mod) 99A06087 embodied in production.

Definitions:

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

Affected part: Right-hand (RH) and left-hand (LH) side cargo doors, all Part Numbers.

The ASB: AH Alert Service Bulletin (ASB) EC175-05A029 Revision 1.

Reason:

An occurrence was reported where, on an EC 175 helicopter, the "LH CARGO DOOR" caution lit in flight. The following on-ground inspection revealed that the cargo door handle was in open position, with the door slightly open, and that it was not possible to properly lock it because the locking mechanism was inoperative.

This condition, if not detected and corrected, may lead to the loss of a cargo door in flight, possibly resulting in damage to, and/or reduced control of, the helicopter.

To address this potential unsafe condition, AH published ASB EC175-05A029 (original issue), providing instructions to inspect the locking mechanism of the LH and RH cargo doors. Consequently, EASA issued AD 2019-0255 to require repetitive inspections for correct operation of the locking mechanism of the LH and RH cargo doors, and, depending on findings, accomplishment of applicable corrective action(s).

After that AD was issued, new cases of cargo door handle in open position were reported, occurring before reaching the initially defined inspection threshold. Consequently, AH revised the ASB (R1) to reduce the compliance time for the inspection from 440 flight hours (FH) to 110 FH, and EASA issued AD 2020-0094, retaining the requirements of EASA AD 2019-0255, which was superseded, and reducing the threshold for the initial inspection, as well the repeat inspection interval, to 110 FH. That AD was considered an interim action, pending the development of a dedicated modification.

Since that AD was issued, AH developed mod 99A06087, which permanently addresses the above described potential unsafe condition.

This AD is revised accordingly, to reduce the Applicability by excluding post-mod 99A06087 helicopters.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within 110 FH after 12 May 2020 [the effective date of the original issue of this AD], or within 440 FH since the last inspection as previously required by EASA AD 2019-0255, whichever occurs first, and, thereafter, at intervals not to exceed 110 FH, inspect the locking mechanism of the LH and RH cargo doors in accordance with the instructions of section 3.B of the ASB.

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, deficiencies are detected on any cargo door locking mechanism, before next flight, restore the functionality of that door locking mechanism in accordance with the instructions of section 3.B of the ASB.

Terminating Action:

- (3) None.

Ref. Publications:

AH ASB EC175-05A029 Revision 1 dated 23 March 2020.

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 Airworthiness 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.

