



Airworthiness Directive

AD No.: 2020-0119

Issued: 26 May 2020

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: 09 June 2020

TCDS Number(s): EASA.R.150

Foreign AD: Not applicable

Supersedure: None

ATA 25 – Equipment / Furnishings – Emergency Locator Transmitter – Inhibition / Replacement

Manufacturer(s):

Airbus Helicopters (AH)

Applicability:

EC 175 B helicopters, all serial numbers.

Definitions:

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

The inhibition ASB: AH Alert Service Bulletin (ASB) EC175-25A017.

The replacement ASB: AH ASB EC175-25A022 Revision 01.

Affected part: Water immersion sensors, having Part Number (P/N) 64762-001-1.

Serviceable part: Water immersion sensors, having P/N 130196E10001.

Groups: Group 1 helicopters are those in a configuration defined in the inhibition ASB as pre-MOD 99R01277-00-M-ECP/00 and post-MOD 99A00154-00-M-ECP.



Group 2 helicopters are those in a configuration defined in the replacement ASB as follows:

Configuration 1

For helicopters pre-MOD 99A04657, pre-MOD 99A04064 and:
pre-MOD 00A04352, pre-MOD 00A05141, pre-MOD 00A05142, pre-MOD 99A05143, pre-MOD 99A05429, pre-MOD 99A05430, pre-MOD 99A05733 and pre-MOD 99A05809, or

Configuration 2

For helicopters post-MOD 99A04657 and:
pre-MOD 00A04352, pre-MOD 00A05141, pre-MOD 00A05142, pre-MOD 99A05143, pre-MOD 99A05429, pre-MOD 99A05431, pre-MOD 99A05733 and pre-MOD 99A05809, or

Configuration 3

For helicopters pre-MOD 99A04657, post-MOD 99A04064 and:
pre-MOD 00A04352, pre-MOD 00A05141, pre-MOD 00A05142, pre-MOD 99A05143, pre-MOD 99A05429, pre-MOD 99A05430, pre-MOD 99A05733 and pre-MOD 99A05809.

Reason:

Following the uncommanded deployment of a crash position indicator (CPI) on an EC 175 B helicopter, the investigation results showed that this event was likely due to a malfunction of the affected part, as defined in this AD.

This condition, if not corrected, may lead to unexpected deployment of the CPI with consequent unavailability in case of forced water landing or ditching.

To address this potential unsafe condition, AH published the inhibition ASB, providing instructions to disconnect the affected parts. The water detection functionality is retained through the Beacon Release Unit (BRU) built-in water detector. Following the certification of a new water sensor installation, AH also published the replacement ASB, providing instructions to install the serviceable parts and to modify the electrical installation accordingly.

For the reason described above, this AD requires, on certain helicopters, the inhibition of the affected parts, and, for certain other helicopters, replacement of affected parts with serviceable parts.

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

Required as indicated, unless accomplished previously:

Inhibition:

- (1) For Group 1 helicopters: Within 110 flight hours (FH) after the effective date of this AD, modify the wiring in accordance with the instructions of Section 3.B of the inhibition ASB.



Modification / Replacement:

- (2) For Group 2 helicopters: Within 1800 FH or 24 months, whichever occurs first after the effective date of this AD, modify the wiring and replace the affected parts with serviceable parts in accordance with the instructions of Section 3 of the replacement ASB.

Parts Installation:

- (3) After modification of a helicopter as required by paragraph (2) of this AD, do not install an affected part on that helicopter.

Ref. Publications:

AH ASB EC175-25A017 original issue dated 13 March 2018, or Revision 1 dated 16 December 2019.

AH ASB EC175-25A022 Revision 1 dated 27 February 2020.

The use of later approved revisions of the above-mentioned 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. This AD was posted on 24 April 2020 as PAD 20-067 for consultation until 22 May 2020. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued 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](#).
5. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters, Web portal: <https://keycopter.airbushelicopters.com> Technical Requests Management, or E-mail: support.powerplant.ah@airbus.com.

