



Emergency Airworthiness Directive

AD No.: 2021-0215-E

Issued: 21 September 2021

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: 23 September 2021

TCDS Number(s): EASA.R.150

Foreign AD: Not Applicable

Supersedure: None

ATA 64 – Tail Rotor – Pitch Rod – Inspection

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 ASB: AH EC175 Emergency Alert Service Bulletin (ASB) EC175-05A037.

Affected Part: Tail rotor pitch rods, having Part Number (P/N) M642A10T1005 (manufacturer P/N (MP/N) 15-13690P) or P/N M642A10T1005E, except those which are new (not previously installed), and those which accumulated no flight hours (FH) after having passed an inspection (axial play less than 0.25 mm) in accordance with the instructions of section 3.B.4 of the ASB.

Serviceable Part: Tail rotor pitch rods, eligible for installation, which are not affected parts.

Reason:

An occurrence has been reported of experiencing abnormal vibrations during flight of an EC 175 B. Subsequent visual inspection on ground revealed severe damage of one tail rotor pitch rod end.



According to the maintenance records, that part passed the latest applicable inspection for play, Airworthiness Limitation Section (ALS) task 64/30/01/000/000/000.

This condition, if not detected and corrected, could lead to loss of control of the helicopter.

Although the cause for this event is still under investigation, to address this potential unsafe condition, AH has revised the content of the affected ALS repetitive inspection and issued the ASB, providing instructions for an improved inspection for play of the affected parts, including improved sensitive play and play measurement procedures.

For the reason described above, this AD requires repetitive inspections of affected parts and, depending on findings, replacement. This AD also provides criteria for installation of an affected part.

This AD is considered to be an interim action and further AD action may follow.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within 10 FH after the effective date of this AD and, thereafter, at intervals not exceeding 55 FH, inspect each affected part in accordance with the instructions of section 3.B.2 the ASB.

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, sensitive play (as identified in the ASB) is found on an affected part, replace that part with a serviceable part in accordance with the instructions of the ASB (see Note 1 of this AD).

Note 1: An affected part, previously removed as required by paragraph (2) of this AD, that has subsequently passed an inspection in accordance with the instructions of section 3.B.4 ("Axial play measurement") of the ASB, is allowed to be (re)installed on any helicopter.

ALS Task Supersedure:

- (3) Accomplishment of repetitive inspections on a helicopter as required by paragraph (1) of this AD invalidates (and replaces) ALS task 64/30/01/000/000/000 for that helicopter.

Terminating Action:

- (4) None.

Parts Installation:

- (5) From the effective date of this AD, it is allowed to install on a helicopter a tail rotor pitch rod, provided it is a serviceable part, as defined in this AD.

Ref. Publications:

AH EC175 Emergency ASB EC175-05A37 original issue dated 20 September 2021.



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](#). 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) at;
Web portal: <https://keycopter.airbushelicopters.com> Technical Requests Management, or
E-mail: TechnicalSupport.Helicopters@airbus.com.

