



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 19-063

**Issued:** 12 April 2019

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

**Design Approval Holder's Name:**

AIRBUS HELICOPTERS

**Type/Model designation(s):**

EC175 B helicopters

**Effective Date:** [TBD - standard: 14 days after AD issue date]

**TCDS Number(s):** EASA.R.150

**Foreign AD:** Not Applicable

**Supersedure:** This AD supersedes EASA Emergency AD 2018-0236-E dated 02 November 2018.

## ATA 25 – Equipment / Furnishings – Emergency Flotation Unit – Replacement

### Rotorcraft Flight Manual / Master Minimum Equipment List – Revision

**Manufacturer(s):**

Airbus Helicopters (AH)

**Applicability:**

EC175 B helicopters, all manufacturer serial numbers.

**Definitions:**

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

**Affected part:** Emergency flotation units (EFU), having manufacturer Part Number (MP/N) SE13876 (AH P/N M254A30A0001) or MP/N SE24251 (AH P/N M254A30A0002).

**Serviceable part:** EFU having MP/N SE27276 (AH P/N M254A30A0003).

**The ASB:** AH EC175 Alert Service Bulletin (ASB) EC175-25A030.

**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 and, if occurring above the  $V_{NE}$  specified for EFS deployment, possibly resulting in loss of control of the helicopter.

To address this unsafe condition, AH issued ASB EC175-25A028 to provide instructions for Rotorcraft Flight Manual (RFM) and Master Minimum Equipment List (MMEL) amendment to prevent the use of manual mode, and inspection instructions. Consequently, EASA issued Emergency AD 2018-0236-E to require an immediate adoption of the temporary revisions (TR) of RFM and MMEL, a one-time inspection of the PCB and, depending on findings, replacement of the affected part with a serviceable part.

Since that AD was issued, AH certified modification 99A05677-00-M-ECP/00 that includes introduction of an improved EFU (defined as serviceable part in this AD) and corresponding revisions of the RFM, MMEL and Airworthiness Limitation Section. AH also issued the ASB to provide instructions to replace the affected parts, to update the RFM and MMEL, and to introduce a new ALS task.

For the reasons described above, this AD requires amendment of the RFM and MMEL to the latest revision, modification of the helicopter by replacing each affected part with a serviceable part and accomplishment of post-mod repetitive operational checks of the emergency flotation system. This AD also cancels the requirements of EASA AD 2018-0236-E, which is superseded.

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

Required as indicated, unless accomplished previously:

**RFM and MMEL Amendments:**

- (1) For Group 1 and Group 2 helicopters: Concurrently with the modification of the helicopter as required by paragraphs (2) or (3), as applicable, or within 3 months after the effective date of this AD, whichever occurs first, amend the RFM, implement the MMEL changes in accordance with the instructions of the ASB, inform all flight crews, and thereafter operate the helicopter accordingly.

**Modification:**

- (2) For Group 1 helicopters: Within 3 months after the effective date of this AD, modify the helicopter in accordance with the instructions of the ASB.
- (3) For Group 2 helicopters: Within 3 months after the effective date of this AD, or before installation of the removable parts of the EFS, whichever occurs later, modify the helicopter in accordance with the instructions of the ASB.



**Post-mod Operational Checks:**

- (4) After modification of a helicopter as required by paragraph (2) or (3) of this AD, as applicable, within the compliance times and in accordance with the instructions specified in section 4.A of the ASB, accomplish operational checks of the emergency flotation system for that helicopter.

**Parts Installation:**

- (5) For Group 1 and Group 2 helicopters: After modification of a helicopter as required by paragraph (2) or (3) of this AD, as applicable, do not install an affected part on that helicopter.

**Ref. Publications:**

AH ASB EC175-25A030 original issue dated 29 March 2019.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

**Remarks:**

1. This Proposed AD will be closed for consultation on 10 May 2019.
2. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).
4. For any question concerning the technical content of the requirements in this PAD, 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](mailto:support.technical-airframe.ah@airbus.com).

