



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 19-166**

**Issued: 09 September 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:** None

## ATA 52 – Doors – Cargo Door Locking Mechanism – 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:

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

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

### Reason:

An occurrence was reported where, on an EC175 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 the ASB, providing instructions to inspect the locking mechanism of the LH and RH cargo doors.

For the reason described above, this AD requires repetitive inspections to verify correct operation of the locking mechanism of the LH and RH cargo doors, and, depending on findings, accomplishment of applicable corrective action(s).

This AD is considered 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 the compliance time as specified in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 440 flight hours (FH), inspect the locking mechanism of the LH and RH cargo doors in accordance with the instructions of section 3.B of the ASB.

Table 1 – Initial Inspection Cargo Door Locking Mechanism (see Note 1 of this AD)

<b>FH Accumulated</b>	<b>Compliance Time</b>
Less than 330 FH	Before exceeding 440 FH
330 FH or more	Within 110 FH after the effective date of this AD

Note 1: Unless indicated otherwise, the FH specified in Table 1 of this AD are those accumulated by the helicopter since first flight.

#### **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 dated 22 July 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 07 October 2019.
2. Enquiries regarding this PAD 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:  
Web portal: <https://keycopter.airbushelicopters.com> Technical Requests Management, or  
E-mail: [support.powerplant.ah@airbus.com](mailto:support.powerplant.ah@airbus.com).

