



## Airworthiness Directive

**AD No.:** 2019-0285

**Issued:** 22 November 2019

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:** 06 December 2019

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

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA Emergency AD 2017-0211-E dated 23 October 2017.

### ATA 05 – Time Limits / Maintenance checks – Airworthiness Limitations Section – Amendment

**Manufacturer(s):**

Airbus Helicopters (AH)

**Applicability:**

EC 175 B helicopters, all manufacturer serial numbers.

**Definitions:**

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

**The ALS:** AH EC 175 B Airworthiness Limitations Section (ALS), Revision 014.

**Serviceable part:** A part identified in the ALS that is new (not previously installed), or a part identified in the ALS that has not exceeded its applicable service life limit (SLL) and has passed all applicable inspections (no deficiencies detected) as specified in Section 04-20 and 04-30, as applicable, of the ALS, irrespective of time since last inspection.

**The AMP:** The approved Aircraft Maintenance Programme (AMP) on the basis of which the operator or the owner ensures the continuing airworthiness of each operated helicopter. For EC 175 B helicopters registered in Europe, compliance with the approved AMP is required by Commission Regulation (EU) [1321/2014](#), Part M.A.301, paragraph 3.



**New and/or more restrictive tasks:** This includes all tasks and limitations that are new or for which a threshold and/or interval was reduced, which were introduced into the ALS (as defined in this AD) since the previous ALS Revision that is currently incorporated in the AMP.

**The ASB:** AH EC 175 Emergency Alert Service Bulletin (ASB) 04A002.

**The SIN:** Safety Information Notice (SIN) No. 3306-S-63.

**Reason:**

The airworthiness limitations and/or certification maintenance instructions for the EC 175 B helicopters, which are approved by EASA, are currently defined and published in the AH EC 175 B ALS document. These instructions have been identified as mandatory for continued airworthiness.

Failure to accomplish these instructions could result in an unsafe condition.

Previously, EASA issued Emergency AD 2017-0211-E to require recalculation of the accumulated flight hours of certain parts in accordance with the instructions of the ASB, as defined in this AD, applying the new penalty factors, accomplishment of the related corrective action(s) and the implementation of the new or more restrictive maintenance instructions and/or airworthiness limitations as specified in the AH EC 175 ALS at Revision 008.

Since that AD was issued, AH published the ALS, as defined in this AD, incorporating the instructions of the ASB into the ALS and introducing new and/or more restrictive tasks.

For the reasons described above, this AD retains the requirements of EASA AD 2017-0211-E, which is superseded, and requires accomplishment of the actions specified in the ALS.

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

Required as indicated, unless accomplished previously:

**Consumed Service Life Re-calculation:**

- (1) Before next flight after 25 October 2017 [the effective date of EASA AD 2017-0211-E], re-calculate the SLL and the time since last inspections accumulated by the ALS parts as identified in the tables of paragraphs 3.B.1 and 3.B.2 of the ASB, and in accordance with the instructions of paragraph 3.B of the ASB.
- (2) Within 30 days after the effective date of this AD, re-calculate the service life and the time since last inspections accumulated by the ALS parts consisting of crossbeam Manufacturer Part Number (MP/N) M633A2101601, single hoist slip clutch MP/N 44314-398 and single hoist assembly MP/N 42325-16-6 and its pyrotechnic cartridge MP/N 42315-281, in accordance with the instructions provided in the ALS and in accordance with the instructions of the SIN.



**Removal from Service:**

- (3) Within 30 days after the effective date of this AD, replace each planet gear having MP/N M632A2220121 with a serviceable part, having a different MP/N.

**Maintenance Tasks / SLL Implementation / Part Replacement:**

- (4) From the effective date of this AD, accomplish the following actions as specified in the ALS:
  - (4.1) Replace each component before or upon reaching the applicable SLL; and
  - (4.2) Within the thresholds and intervals as specified in ALS, accomplish all applicable maintenance tasks.

**Corrective Action(s):**

- (5) In case of finding discrepancies (as defined in the ALS) during accomplishment of any task as required by paragraph (4) of this AD, within the compliance time as specified in the ALS, accomplish the applicable corrective action(s) in accordance with the approved AH maintenance documentation. If no compliance time is identified in the ALS, accomplish the applicable corrective action(s) before next flight. If a detected discrepancy is not identified in the ALS, before next flight, contact AH for approved instructions and accomplish those instructions accordingly.

**AMP Revision:**

- (6) Within 12 months after the effective date of this AD, revise the approved AMP by incorporating the limitations, tasks and associated thresholds and intervals described in the ALS, as applicable to helicopter model and depending on helicopter configuration.

**Credit:**

- (7) If, before the effective date of this AD, the AMP has been revised to incorporate the maintenance tasks and life limitations as specified in a previous revision of the AH EC 175 ALS, that action ensures the continued accomplishment of those tasks and limitations.

Consequently, for a helicopter to which that AMP applies, it is acceptable to accomplish the new and/or more restrictive tasks and limitations as specified in the ALS (as defined in this AD), as applicable to helicopter model and depending on helicopter configuration, within the compliance times as specified in the ALS to comply with paragraph (4) of this AD.

For that AMP, it is acceptable to incorporate the new and/or more restrictive tasks and limitations as specified in the ALS (as defined in this AD), as applicable to helicopter model and depending on helicopter configuration, into the AMP to comply with paragraph (6) of this AD.

**Recording AD Compliance:**

- (8) When the AMP of a helicopter has been revised as required by paragraph (6) or (7) of this AD, as applicable, that action ensures continued accomplishment of the tasks as required by paragraphs (4) and (5) of this AD for that helicopter. Consequently, after revising the AMP, as required by paragraph (6) or (7) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.



**Parts Installation:**

- (9) From the effective date of this AD, installation on a helicopter of a part identified in the ALS is allowed, provided the part is a serviceable part, as defined in this AD, and that, following installation, the part is inspected and/or replaced, as applicable, as required by this AD.
- (10) From the effective date of this AD, do not install a planet gear having MP/N M632A2220121 on any helicopter.

**Ref. Publications:**

AH EC175 ASB 04A002 original issue dated 23 October 2017.

AH SIN No. 3306-S-63 original issue dated 21 December 2018.

AH EC175 B ALS Revision 014 dated 03 June 2019.

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 18 September 2019 as PAD 19-171 for consultation until 16 October 2019. 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](mailto: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 (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, E-mail: 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).

