



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 19-218

Issued: 19 December 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):

EC 175 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 53 – Fuselage – Lower Fuselage Fuel Tank Structure and Equipment Electrical Connectors – Rework / Relocation

Manufacturer(s):

Airbus Helicopters (AH)

Applicability:

EC 175 B helicopters, all serial numbers (s/n), if delivered before November 2017, except s/n 5018 and 5025 and those s/n which have embodied AH modification 99A05303-00-M-ECP/00 (P144 - PS – Electric Sling camera routing harness modification under fuel tanks) in production.

Definitions:

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

The ASB: AH Alert Service Bulletin (ASB) EC175-53A021, Revision 2.

Reason:

A non-conformity was discovered on certain EC175 B helicopters, concerning a number of connectors installed under the fuselage.



This condition, if not corrected, may lead to fuel tank damage in case of a forced landing, possibly resulting in a fire with consequent damage to the helicopter and injury to occupants.

To address this potential unsafe condition, AH published the ASB, providing modification instructions to protect the fuel tanks.

For the reason described above, this AD requires relocation of the affected connectors and rework of certain structural parts.

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

Required as indicated, unless accomplished previously:

Modification:

- (1) Before exceeding 880 flight hours or within 12 months after the effective date of this AD, whichever occurs first, relocate the connectors and rework the applicable structure in accordance with the instructions of section 3 of the ASB.

Credit:

- (2) Modification of a helicopter, before the effective date of this AD in accordance with the instructions of section 3 of AH ASB EC175-53A021 at original issue or Revision 1, is an acceptable method to comply with the requirements of paragraph (1) of this AD.

Ref. Publications:

AH ASB EC175-53A021 original issue dated 19 November 2018, or Revision 1 dated 28 March 2019, or Revision 2 dated 17 October 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 02 January 2020.
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.
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.technical-dyncomp.ah@airbus.com.

