



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 20-031

Issued: 07 February 2020

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 – Rotorcraft Flight Manual – Supplements / One Engine Inoperative Performance Limitations – Amendment

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 RFM: EC 175 B basic Rotorcraft Flight Manual (RFM), Normal Revision 4, Edition 2 (RN 4 Edition 2).

The applicable Supplement: RFM Supplement (SUP).80 "WINTER KIT FOR ENGINE AIR INTAKES" to Normal Revision 2, Edition 2 (RN 2, Edition 2) and RFM SUP.81 "ENGINE AIR PARTICLE SEPARATOR (EAPS)" to RN2, Edition 2, as applicable.



Reason:

A discrepancy was found in the previous revisions of the applicable Supplements of the RFM, not specifying the one engine inoperative (OEI) performance limitations for 10 or more passenger seating configurations, as required by CS 29.1.

This condition, if not corrected, could lead to loading of the helicopter beyond its capacity to allow OEI operation, possibly preventing either a safe landing or a safe continuation of flight in case of failure of one engine.

To address this potential unsafe condition AH has updated the RFM to RN 4 Edition 2, and the applicable Supplements to RN2, Edition 2, to include in Section 2 the link to the relevant OEI performance, thus restoring compliance with CS 29.1.

For the reasons described above, this AD requires amendment of the RFM.

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

Required as indicated, unless accomplished previously:

- (1) Within 30 days after the effective date of this AD, amend the RFM to incorporate RN 4 Edition 2, and the normal procedures as described in the applicable Supplements, inform all flight crew and, thereafter, operate the helicopter accordingly.
- (2) Amending the applicable RFM to incorporate a later revision, which includes the RFM change as required by this AD, is acceptable to comply with the requirements of paragraph (1) of this AD.

Ref. Publications:

EC175 B basic RFM, RN 4 Edition 2 dated 03 June 2019.

SUP.80 "WINTER KIT FOR ENGINE AIR INTAKES", RN 2, Edition 2 dated 03 June 2019.

SUP.81 "ENGINE AIR PARTICLE SEPARATOR (EAPS)", RN2, Edition 2 dated 03 June 2019.

Remarks:

1. This Proposed AD will be closed for consultation on 06 March 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: Airbus Helicopters, Web portal: <https://keycopter.airbushelicopters.com> Technical Requests Management, or E-mail: support.powerplant.ah@airbus.com.

