



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 20-086

Issued: 27 May 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

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 Handle Spring – Replacement

Manufacturer(s):

Airbus Helicopters (AH)

Applicability:

EC 175 B helicopters, serial numbers (s/n) 5002 to 5010 inclusive, s/n 5013 to 5016 inclusive, and s/n 5018, except helicopters that have embodied AH modification (MOD) 00G02373.

Definitions:

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

Affected part: Cargo door handle springs, having Part Number (P/N) M523G1232225.

Serviceable part: Cargo door handle springs, having P/N M523G1232226.

The ASB: AH Alert Service Bulletin (ASB) EC175-52A010.

Reason:

An occurrence was reported where, on an EC 175 B 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 ASB EC175-05A029 Revision 1, providing instructions to inspect the locking mechanism of the left-hand (LH) and right-hand (RH) cargo doors, and EASA issued AD 2020-0094 to require repetitive inspections for correct operation of the locking mechanism of the LH and RH cargo doors.

Since that AD was issued, AH published the ASB, providing instructions to replace the spring, P/N M523G1232225, installed inside the cargo door handle, with P/N M523G1232226, to prevent the spring from coming out of position during handling and avoiding possible jamming or push-back of the handle that might cause the cargo door to open in flight.

For the reason described above, this AD requires the replacement of the affected part with a serviceable part.

This AD is still considered an interim action and further AD action may follow (EASA AD 2020-0094 remains applicable after replacement of the springs).

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

Required as indicated, unless accomplished previously:

Replacement:

- (1) Within 110 flight hours after the effective date of this AD, replace the affected parts installed on the LH and RH cargo door handle with serviceable parts in accordance with the instructions of section 3.B of the ASB.

Parts Installation:

- (2) After modification of a helicopter as required by paragraph (1) of this AD, do not install an affected part on that helicopter.

Ref. Publications:

AH ASB EC175-52A010 original issue dated 19 May 2020.

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 24 June 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.

