



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 20-110

Issued: 13 July 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 28 – Fuel – Fuel Tanks – Inspection / Replacement

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 ASB: AH Alert Service Bulletin (ASB) EC175-28A007.

Affected tank: Additional Tanks 1, having Part Number (P/N) 509507-4 and a serial number (s/n) as listed in Table 1; Feeder Tanks 2, having P/N 509505-5 and an s/n as listed in Table 2; Feeder Tanks 3, having P/N 509506-5 and an s/n as listed in Table 3; and Intermediate Tanks 6, having P/N 509510-5 and an s/n as listed in Table 4; the Tables can be found in Appendix 1 of this AD.

Serviceable tank: Any tank which is not an affected tank; or an affected tank that has passed (no defects found) an inspection in accordance with the instructions of the ASB.



Groups: Group 1 helicopters are those that have an affected tank installed. Group 2 helicopters are those that do not have an affected tank installed.

Reason:

A manufacturing non-conformity has been reported on an EC 175 B fuel tank, returned for repair, about the reduced coverage of the external fabric layer on the metallic plates.

This condition, if not detected and corrected, could lead to a fuel leakage, possibly resulting in fire ignition conditions on board following an otherwise survivable impact.

To address this potential unsafe condition, AH published the ASB, providing instructions for inspection of the affected fuel tanks.

For the reason described above, this AD requires a one-time inspection of each affected tank and, depending on findings, replacement with a serviceable tank.

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

Required as indicated, unless accomplished previously:

Inspection:

- (1) For Group 1 helicopters: Within 880 flight hours (FH) or 24 months, whichever occurs first after the effective date of this AD, measure the gap between the fabric and the metal plate of each affected tank in accordance with the instructions of the ASB.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, it is determined that the measurements of an affected tank are outside the limits as specified in the ASB, within 1 760 FH or 36 months, whichever occurs first after the effective date of this AD, replace that affected tank with a serviceable tank, as defined in this AD, in accordance with the instructions of the ASB.

Parts Installation:

- (3) For Group 1 and Group 2 helicopters: From the effective date of this AD, it is allowed to install on any helicopter a fuel tank, provided it is a serviceable tank, as defined in this AD.

Ref. Publications:

AH ASB EC175-28A007 original issue dated 17 June 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 10 August 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](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
4. For any question concerning the technical content of the requirements in this PAD, please contact Airbus Helicopters (Technical Support) at:
Web portal: <https://keycopter.airbushelicopters.com> Technical Requests Management, or
E-mail: technicalsupport.helicopters@airbus.com.



Appendix 1 – Affected Tanks, P/N and s/n

Table 1 - Additional Tanks 1, P/N 509507-4

s/n		
1 to 12 inclusive	14	17 to 20 inclusive
22	24 to 35 inclusive	37, 38 and 39
65 to 68 inclusive	70 to 81 inclusive	83 to 98 inclusive

Table 2 – Feeder Tanks 2, P/N 509505-5

s/n		
1 to 11 inclusive	13 to 21 inclusive	23 to 26 inclusive
28 and 29	32 to 41 inclusive	65 to 68 inclusive
70 and 71	74 to 77 inclusive	79 and 80
83 and 84	86 to 89 inclusive	93 to 102 inclusive

Table 3 – Feeder Tanks 3, P/N 509506-5

s/n		
1 to 21 inclusive	24	26 and 27
29, 30 and 31	35, 36 and 37	39
66 to 69 inclusive	72 to 75 inclusive	77 to 80 inclusive
82, 83 and 84	86, 87 and 88	92 and 94
96 and 97	99 to 102 inclusive	104 to 109 inclusive

Table 4 – Intermediate Tanks 6, P/N 509510-5

s/n		
1 to 9 inclusive	11 to 16 inclusive	18 and 19
21 to 24 inclusive	26 and 27	29, 30 and 31
33 to 37 inclusive	65 and 66	69 to 74 inclusive
76 to 85 inclusive	87 and 88	90 and 92
94 to 110 inclusive		

