

Airworthiness Directive

AD No.: 2021-0178R2

Issued: 30 January 2023

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 or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] 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: Revision 2: 30 January 2023
 Revision 1: 08 June 2022
 Original Issue: 06 August 2021

TCDS Number(s): EASA.R.150

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2021-0178R1 dated 08 June 2022. The original issue of this AD superseded EASA AD 2019-0148R1 dated 27 April 2021.

ATA 55 – Stabilizers – Horizontal Stabilizer – Inspection / Replacement

Manufacturer(s):

Airbus Helicopters (AH)

Applicability:

EC 175 B helicopters, all serial numbers, except those on which AH modification (mod) 99A05341 has been embodied in production.

Definitions:

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

The inspection ASB: AH EC175 Emergency Alert Service Bulletin (ASB) 05A030.

The modification ASB: AH ASB EC175-55A009.

Reason:

During a daily inspection, a crack was found on the horizontal stabilizer skin and on the horizontal stabilizer main spar.

This condition, if not detected and corrected, could lead to partial loss of the horizontal stabilizer, possibly resulting in loss of control of the helicopter.

To address this potential unsafe condition, AH issued the inspection ASB, as defined in this AD, providing instructions to inspect the horizontal stabilizer main spar for cracks and, consequently, EASA issued Emergency AD 2019-0148-E to require repetitive inspections of the horizontal stabilizer main spar and, depending on findings, replacement of the horizontal stabilizer. That AD was considered an interim action, pending the development of a dedicated modification.

After that AD was issued, AH developed mod 99A05341, which permanently addresses the above described potential unsafe condition. Consequently, EASA issued AD 2019-0148R1 to reduce the Applicability by excluding post-mod 99A05341 helicopters.

After that AD was issued, it was decided that mod 99A05341 is necessary to ensure an acceptable level of safety, and **therefore**, AH published the modification ASB, providing in-service modification instructions. Consequently, EASA issued **this AD at original issue**, retaining the requirements of AD 2019-0148R1, which was superseded, to additionally require a modification, installing a reinforced horizontal stabilizer and stabilizer rod assemblies, which **constitutes** terminating action for the repetitive inspections as required by that AD, **as well as** for the requirements of EASA AD 2020-0132R1.

When EASA AD 2021-0132R1 was **later** superseded by EASA AD 2022-0099, EASA revised the **original issue of this AD** accordingly, **to amend** the **cross-reference** in paragraph (6).

Since **EASA AD 2021-0178R1 was issued**, it has been confirmed that the modification as required by paragraph (3) of that AD cannot be accomplished on all affected helicopters within the defined compliance time, **due to delayed production** of the required mod kits. Taking into account the mitigating measures and the other requirements of this AD, further investigation and analysis confirmed a possible extension of the specified compliance time.

For the reason described above, this AD is revised to extend the compliance time for the required modification (replacement) specified in paragraph (3) of this AD.

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

Required as indicated, unless accomplished previously:

Repetitive Inspections:

- (1) Before next flight after 25 June 2019 [the effective date of EASA Emergency AD 2019-0148-E], and, thereafter, at intervals not to exceed 10 flight hours (FH), inspect the horizontal stabilizer main spar in accordance with the instructions of section 3.B of the inspection ASB.

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, any crack is found on the horizontal stabilizer main spar, before next flight, replace the affected horizontal stabilizer with a serviceable part in accordance with the instructions of section 3.B of the inspection ASB.



Modification:

- (3) **Not later than 30 June 2023 or within 2 400 FH after 06 August 2021** [the effective date of the original issue of this AD], whichever occurs first, replace the horizontal stabilizer with a reinforced horizontal stabilizer and install stabilizer rod assemblies, in accordance with the instructions of section 3 of the modification ASB.

Terminating Action:

- (4) Accomplishment on a helicopter of corrective action(s) as required by paragraph (2) of this AD does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that helicopter.
- (5) Modification of a helicopter as required by paragraph (3) of this AD constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that helicopter.
- (6) Modification of a helicopter as required by paragraph (3) of this AD constitutes terminating action for the requirements of EASA AD 2022-0099 for that helicopter.

Ref. Publications:

AH EC175 Emergency ASB 05A030 original issue dated 20 June 2019, or Revision 1 dated 10 May 2021, or Revision 2 dated 24 January 2022.

AH ASB EC175-55A009 original issue dated 11 May 2021, or Revision 1 dated 30 September 2021, or Revision 2 dated 17 October 2022, or Revision 3 dated 10 January 2023.

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. The original issue of this AD was posted on 16 June 2021 as PAD 21-088 for consultation until 14 July 2021. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: 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](#). 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.



5. For any question concerning the technical content of the requirements in this AD, please contact Airbus Helicopters (Technical Support) at:
Web portal: <https://airbusworld.helicopters.airbus.com> / Technical Requests Management, or
E-mail: TechnicalSupport.Helicopters@airbus.com, or Telephone +33 (0)4.42.85.97, or
E-mail: support.technical-airframe.ah@airbus.com.

SUPERSEDED

