



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 21-102**

**Issued: 19 July 2021**

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 62 – Main Rotor – Upper and Lower H legs – Service Life Limit

### Manufacturer(s):

Airbus Helicopters (AH).

### Applicability:

EC 175 B helicopters, all manufacturer serial numbers (s/n).

### Definitions:

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

**The ASB:** AH Alert Service Bulletin (ASB) EC175-04A003 Revision 3.

**Affected part:** Main rotor (MR) upper H legs, Part Number (P/N) M623A4201101; and Lower H legs, P/N M623A4231101, as listed in Appendix Section 4 A and 4 B of the ASB.

**Serviceable part:** MR upper H legs and lower H legs that are not an affected part or an affected part that has accumulated less than 10 years since new (date of manufacture).

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



**Affected part's date of manufacture:** The date identified for each affected part as identified in Appendix Section 4 A and 4 B of the ASB.

**Reason:**

It was identified that the Upper and Lower H legs of the MR are susceptible to crack development, due to ageing phenomenon.

This condition, if not detected and corrected, could lead to the seizure of an MR H leg, possibly resulting in loss of control of the helicopter.

To address this potential unsafe condition, AH issued the ASB to provide instructions to record the affected part's date of manufacture on the relevant log card and to introduce a retirement life of 10 years.

For the reasons described above, this AD requires implementation of the applicable Service Life Limit (SLL), in addition to the existing ALS SLL, expressed in flight hours or flight cycles, after which the affected part has to be removed from.

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

Required as indicated, unless accomplished previously:

**Part Replacements / SLL Implementation:**

- (1) For Group 1 helicopters: Within the compliance time defined in Table 1 of this AD and, thereafter, before an affected part exceeds 10 years since new (date of manufacture), replace that affected part with a serviceable part, as defined in this AD, in accordance with the instructions of Section 3.B of the ASB.

Table 1 – Affected Part Replacement (see Note 1 of this AD)

Time Accumulated	Compliance Time
Less than 9 years and 9 months	Before exceeding 10 years
9 years and 9 months or more	Within 3 months after the effective date of this AD

Note 1: The time specified in Table 1 of this AD is the time accumulated, on the effective date of this AD, by the affected part since new (date of manufacture).

**Terminating Action:**

- (2) None.

**Parts Installation:**

- (3) For 1 and Group 2 helicopters: From the effective date of this AD, it is allowed to install on any helicopter an affected part, provided it is a serviceable part, as defined in this AD, and that, following installation, that part is replaced as required by this AD.

**Ref. Publications:**

AH ASB EC175-04A003 Revision 3 dated 15 June 2021.



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 16 August 2021.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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 PAD 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), Aéroport de Marseille Provence 13725 Marignane Cedex, France, Telephone +33 (0)4 42 85 97 97, Fax +33 (0)4 42 85 99 66, Web portal: <https://airbusworld.helicopters.airbus.com> Technical Requests Management, E-mail: [TechnicalSupport.Helicopters@airbus.com](mailto:TechnicalSupport.Helicopters@airbus.com).

