



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 21-141

Issued: 04 October 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 67 – Rotors Flight Control – Main / Tail Servo Control Systems – Replacement

Manufacturer(s):

Airbus Helicopters (AH)

Applicability:

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

Definitions:

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

The ASB: AH EC175 Alert Service Bulletin (ASB) EC175-67A012.

Affected part: Main Servo Control System (MSCS) having part number (P/N) M673A80A1005 (manufacturer P/N (MP/N) 6393H6) and Tail Servo Control System (TSCS) P/N M673A80A1006 (MP/N 6397H6), and an s/n as listed in the Appendix 4 of the ASB.

Serviceable part: MSCS and TSCS having P/N eligible for installation, which are not affected parts; or affected parts, the recalculated life of which has not exceeded the applicable life limit.



Recalculated life: The accumulated life for an affected part, calculated in accordance with the instructions of the ASB.

Applicable life limit: The applicable life limit for an affected part, as identified in the applicable Airworthiness Limitation Section (ALS).

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

Reason:

Occurrences have been reported of wrong updating of main and tail rotor servo actuators log cards, following a configuration upgrade.

This condition, if not corrected, could lead to the exceedance of the component life limit and consequent failure of the part, possibly resulting in reduced control of the helicopter.

To address this potential unsafe condition, AH issued the ASB, providing instructions to correct the log card of the affected parts and replace those parts which, after that correction, have reached or exceeded the applicable life limit.

For the reasons described above, this AD requires replacement of affected parts, the recalculated life of which exceeds the applicable life limit, as identified in the applicable ALS.

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

Required as indicated, unless accomplished previously:

Part(s) Replacement:

(1) For Group 1 helicopters: Before the recalculated life (as defined in this AD) of an affected part exceeds the applicable life limit, or within 60 days after the effective date of this AD, whichever occurs later, replace that affected part with a serviceable part in accordance with the instructions of the ASB.

Parts Installation:

(2) For Group 1 and Group 2 helicopters: From the effective date of this AD, it is allowed to install an MSCS or a TSCS on a helicopter, provided it is a serviceable part, as defined in this AD.

Ref. Publications:

AH ASB EC175-67A012 original issue dated 15 September 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 01 November 2021.
2. Enquiries regarding this PAD should be referred to the EASA Safety 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 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) at;
Web portal: <https://airbusworld.helicopters.airbus.com/> Technical Requests Management, or
E-mail: TechnicalSupport.Helicopters@airbus.com.

