

Airworthiness Directive

AD No.: 2022-0121

Issued: 23 June 2022

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 M.L.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 M.L.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: 07 July 2022

TCDS Number(s): EASA.R.150

Foreign AD: Not applicable

Supersedure: None

ATA 26 – Fire Protection – Engine Fire Control Panel – Modification

Manufacturer(s):

Airbus Helicopters (AH), formerly Eurocopter, Eurocopter France

Applicability:

EC 175 B helicopters, all serial numbers, except those on which AH modification (mod) 99A06423 has been embodied in production.

Definitions:

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

The ASB: AH Alert Service Bulletin (ASB) EC175-88-00-0001.

Affected part: Harnesses and connectors as identified in section 4 (Procedure) of the ASB.

Reason:

Following a test campaign, it was determined that for EC 175 B helicopters equipped with Helionix V8 (Step 3.2) it is impossible to actuate the second fire extinguishing bottle for engine 2, when the first bottle had already been actuated. Further investigation revealed that for EC 175 B helicopters equipped with Helionix V6 (Step 3.0), the second fire extinguisher shot (second bottle) cannot be actuated with a single press on the Engine Fire Control Panel, according to the applicable flight manual procedure.

This condition, if not corrected, could lead to incapacity to extinguish a fire in the engine bay, possibly resulting in loss of control of the helicopter.

To address this unsafe condition, AH designed a wiring modification (mod 99A06423) to restore the normal behaviour of the system. Consequently, AH issued the ASB, as defined in this AD, providing instructions to modify the affected parts accordingly.

For the reasons described above, this AD requires modification of the affected parts.

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

Required as indicated, unless accomplished previously:

Modification(s):

Within 440 flight hours or 6 months, whichever occurs first after the effective date of this AD, modify the affected parts in accordance with the instructions of the ASB.

Ref. Publications:

AH ASB EC175-88-00-0001 original issue dated 23 May 2022.

The use of later approved revisions of the above-mentioned document 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. This AD was posted on 25 May 2022 as PAD 22-064 for consultation until 22 June 2022. 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)4.42.85.97.89.

