

## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 23-027**

**Issued: 27 February 2023**

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:** [standard: 14 days after AD issue date]

**TCDS Number(s):** EASA.R.150

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 26 – Fire Protection – Rear Engine Cowling Sight Glasses – Replacement

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**Manufacturer(s):**

Airbus Helicopters (AH), formerly Eurocopter

**Applicability:** EC 175 B helicopters, all serial numbers, except those on which AH modification (mod) 99A06348 has been embodied in production.

**Definitions:**

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

**The ASB:** AH Alert Service Bulletin (ASB) EC175-71-13-0001.

**Affected parts:** Engine sight glasses, having Part Number (P/N) M711G3201253 (right hand) and M711G3201602 (left hand) of the rear engine cowling, and the fasteners and seals as identified in section 9.6 of the ASB.

**Reason:**

Following a design review, it was determined that engine cowling sight glasses installed on EC175 helicopters are not fire-proof. Testing on a similar helicopter type revealed that, in case of an engine fire whereby one of the cowling sight glasses is destroyed, the airflow in the engine compartment

will be significantly greater than expected. In such event, the excessive airflow could prevent extinguishing the engine fire, because the Halon concentration in the engine compartment would remain too low, even after two extinguishing shots.

This condition, if not corrected, could lead to an uncontained engine fire, possibly resulting in loss of the helicopter.

To address this unsafe condition, AH designed mod 99A06348, replacing the current engine cowling sight glasses with improved (fire-proof) glasses, and issued the ASB, as defined in this AD, providing replacement instructions accordingly.

For the reasons described above, this AD requires replacement of both rear engine cowling sight glasses and prohibits (re)installation of affected parts.

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

Required as indicated, unless accomplished previously:

#### **Replacement:**

- (1) Within 1 800 flight hours or 24 months, whichever occurs first after the effective date of this AD, replace the affected parts, as defined in this AD, on both sides of the rear engine cowling with redesigned (fire-proof) parts in accordance with the instructions of the ASB.

#### **Parts Installation:**

- (2) After replacement of the affected parts on a helicopter as required by paragraph (1) of this AD, do not install an affected part on that helicopter.

#### **Ref. Publications:**

AH ASB EC175-71-13-0001 original issue dated 13 February 2023.

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 27 March 2023.
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) at:  
Web portal: <https://airbusworld.helicopters.airbus.com> / Technical Requests Management, or  
E-mail: [TechnicalSupport.Helicopters@airbus.com](mailto:TechnicalSupport.Helicopters@airbus.com), or Telephone: +33 (0)4 4285 9789.

