



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 24-135**

**Issued: 13 November 2024**

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 52 – Doors – Jettison Mechanism for Bad Weather Window Emergency Exits – Inspection

**Manufacturer(s):**

Airbus Helicopters (AH)

**Applicability:**

EC 175 B helicopters, all serial numbers.

**Definitions:**

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

**Affected part:** Bad Weather Window (BWW) jettison mechanisms, having Manufacturer Part Number (MP/N) HZ0000104160 [left-hand (LH) side] or MP/N HZ0000127690 [right-hand (RH) side].

Note 1: BWW jettison mechanisms are installed in the BWW assemblies, having respectively MP/N HZ0000066970 (LH side) and MP/N HZ0000066980 (RH side), installed on the LH and RH cockpit doors, having respectively Part Number (P/N) M521A20A1002 (MP/N C1E175PBG000000D) or P/N M521A20A1003 (MP/N C1E175PBG000000E) for LH side doors, and P/N M521A10A1002 (MP/N C1E175PBD000000D) or P/N M521A10A1003 (MP/N C1E175PBD000000E) for RH side doors.



**Serviceable part:** BWW jettison mechanism, eligible for installation in accordance with AH instructions, which is not an affected part; or an affected part which is marked with 'ASB No. 52-10-0004'.

**The ASB:** AH Alert Service Bulletin (ASB) EC175-52-10-0004.

#### Reason:

An occurrence was reported where, during a scheduled inspection of the flight crew emergency escape system of an EC 175 helicopter, it was found that one of the three connecting rods of the jettison mechanism for the BWW of the right cockpit door was found to be cracked. Further analysis revealed that some jettison mechanisms have been assembled with a connecting rod (attaching the release cable) manufactured with a 'pin hole' (perpendicular to its mounting axis), that can initiate the found cracking.

The existence of a 'pin hole' on such an affected rod, and the potentially resulting cracking of such rod, if not detected and corrected, could prevent a successful jettisoning of the BWW of an affected cockpit door in case of emergency. Especially in case of water impact or ditching, followed by capsizing of the helicopter, this could possibly result in the inability for the flight crew to evacuate the helicopter.

To address this potential unsafe condition, AH issued the ASB, as defined in this AD, to provide instructions to inspect the BWW jettison mechanism of all cockpit doors for existence of an affected rod with a 'pin hole'.

For the reasons described above, this AD requires a one-time visual inspection of each affected part, as defined in this AD, and, depending on findings, marking of the parts which passed the inspection, or replacement hereof when found to be discrepant.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

#### Inspection(s):

- (1) Within 280 flight hours (FH) or 12 months, whichever occurs first after the effective date of this AD, inspect each affected part in accordance with the instructions of the ASB.

#### Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy as defined in the ASB is detected on an affected part, within 50 FH after the inspection, replace that affected part with a serviceable part, as defined in this AD, in accordance with the instructions of the ASB.
- (3) Replacement of an affected cockpit door or of an affected BWW assembly, having an affected part installed in it, with respectively a cockpit door or a BWW assembly having a serviceable part installed in it, is an acceptable alternative method to comply with the requirements of paragraph (1) or (2) of this AD, as applicable.



- (4) If, during the inspection as required by paragraph (1) of this AD, no discrepancy as defined in the ASB is detected on the affected part, before next flight, mark that part in accordance with the instructions in paragraph 4.4 of the accomplishment procedure (52-10-0004, 933) of the ASB.

**Parts Installation:**

- (5) From the effective date of this AD, it is allowed to install on any helicopter an affected part, or a cockpit door or a BWW assembly having an affected part installed, provided that, before installation, this part, or the jettison mechanism installed in that cockpit door or in that BWW assembly, as applicable, has passed (no discrepancy found) an inspection in accordance with the instructions of the ASB, and has been marked in accordance with the instructions in paragraph 4.4 of the accomplishment procedure (52-10-0004, 933) of the ASB.

**Ref. Publications:**

AH ASB EC175-52-10-0004 original issue (Issue 001) dated 08 October 2024.

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 11 December 2024.
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)442859789.

