



## Airworthiness Directive

**AD No.:** 2021-0038

**Issued:** 26 January 2021

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, 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 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:** 09 February 2021

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

**Foreign AD:** None

**Supersedure:** This AD supersedes EASA AD 2019-0285 dated 22 November 2019.

## ATA 05 – Time Limits / Maintenance Checks – Airworthiness Limitations Section / 04-10 Limitations and 04-20 Inspections – Amendment

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### Manufacturer(s):

Airbus Helicopters (AH)

### Applicability:

EC 175 B helicopters, all serial numbers.

### Definitions:

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

**The ALS:** AH EC 175 B Airworthiness Limitations Section (ALS) Normal Revision (NR) 18.

**The AMP:** The approved Aircraft Maintenance Programme (AMP) on the basis of which the operator or the owner ensures the continuing airworthiness of each operated helicopter. For helicopters operated under EU regulation, compliance with the approved AMP is required by Commission Regulation (EU) [1321/2014](#), Part M.A.301, paragraph 3.

**New and/or more restrictive tasks:** This includes all tasks that are new and all tasks for which a threshold or interval was reduced, which were introduced into the ALS (as defined in this AD) since the previous ALS Revision that is currently incorporated in the AMP.



**The ASB:** AH Alert Service Bulletin (ASB) EC175-04A006.

**The affected parts:** Lead lag damper Part Number (P/N) M622G40T2031, spherical bearing P/N M622G50T1011, spherical bearing pins P/N M622A3502501 and P/N M622G3502501 and sliding collar P/N M652E1410202.

**Reason:**

The airworthiness limitations for the EC 175 B, which are approved by EASA, are currently defined and published in the EC 175 B ALS document. These instructions have been identified as mandatory for continued airworthiness.

Failure to accomplish these instructions could result in an unsafe condition.

Previously, EASA issued AD 2019-0285 to require accomplishment of all maintenance tasks as described in the ALS Revision 14.

Since that AD was issued, AH issued the ALS, as defined in this AD, to remove penalty factors applicable to Flight in Limited Icing Conditions (FLIC), with the exception of inspection intervals on elastomeric parts.

To remove the penalty factors, an exposure of 2% of flight time has been introduced in the basic usage spectrum of the helicopter. The introduction of FLIC in the basic usage spectrum affects four components, leading to one reduced service life limit (SLL) and three reduced inspection intervals (II). When adopting the ALS, as defined in this AD, it is necessary that the logged flight hours (FH) and torque cycles (TC) of the affected parts are re-calculated, consistently with the new usage spectrum. Consequently, AH issued the ASB to provide instructions to re-calculate the already logged FH and TC of the affected parts.

For the reason described above, this AD partially retains the requirements of AD 2019-0285, which is superseded, and requires accomplishment of the actions specified in the ALS and the conversion specified in the ASB.

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

Required as indicated, unless accomplished previously:

**Recalculation of Accumulated Flight Hours / Torque Cycles:**

- (1) Within 30 days after the effective date of this AD, re-calculate the accumulated FH and TC of each affected part, as applicable, in accordance with the instructions of the ASB.

**Maintenance Tasks and Replacement of Life Limited Parts:**

- (2) From the effective date of this AD, accomplish the following actions, as specified in the ALS, depending on helicopter configuration:

(2.1) Replace each component before exceeding the applicable life limit, and

(2.2) Within the thresholds and intervals (see Note 1 of this AD), accomplish all applicable maintenance tasks.



Note 1: For the purpose of this AD, the thresholds and intervals as defined in the 'Compliance Time' pages of the ALS include specific compliance times for certain tasks.

**Corrective Action(s):**

- (3) In case of finding discrepancies during accomplishment of any task as required by paragraph (2) of this AD, before next flight, accomplish the applicable corrective action(s) in accordance with the applicable AH maintenance documentation. If a detected discrepancy cannot be corrected by using existing AH instructions, before next flight, contact AH for approved instructions and accomplish those instructions accordingly.

**AMP Revision:**

- (4) Within 12 months after the effective date of this AD, revise the approved AMP by incorporating the limitations, tasks and associated thresholds and intervals described in the ALS, as applicable, depending on helicopter configuration.

**Credit:**

- (5) If, before the effective date of this AD, the AMP has been revised to incorporate the maintenance tasks and life limitations as specified in a previous ALS revision, that action ensures the continued accomplishment of those tasks and limitations.

Consequently, for a helicopter to which that AMP applies, it is acceptable to accomplish the new and/or more restrictive tasks and limitations as specified in the ALS, as applicable, depending on helicopter configuration, within the compliance times (see Note 1 of this AD) as specified in the ALS to comply with paragraph (2) of this AD.

For that AMP, it is acceptable to incorporate the new and/or more restrictive tasks and limitations as specified in the ALS, as applicable, depending on helicopter configuration, into the AMP to comply with paragraph (4) of this AD.

**Recording AD Compliance:**

- (6) When the AMP of a helicopter has been revised as required by paragraph (4) or (5) of this AD, as applicable, that action ensures continued accomplishment of the tasks as required by paragraphs (2) and (3) of this AD for that helicopter. Consequently, after revising the AMP, as required by paragraph (4) or (5) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

**Ref. Publications:**

AH EC 175 B ALS Normal Revision 18 dated 30 November 2020.

AH ASB EC175-04A006 original issue dated 16 December 2020.

The use of later approved revisions of the above-mentioned documents 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 23 December 2020 as PAD 20-210 for consultation until on 20 January 2021. 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](mailto: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, Web portal: <https://keycopter.airbushelicopters.com> Technical Requests Management, or E-mail: [support.technical-airframe.ah@airbus.com](mailto:support.technical-airframe.ah@airbus.com), and [TechnicalSupport.Helicopters@airbus.com](mailto:TechnicalSupport.Helicopters@airbus.com).

