



Emergency Airworthiness Directive

AD No.: 2023-0182-E

Issued: 17 October 2023

Note: This Emergency 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 ML.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 ML.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: 19 October 2023

TCDS Number(s): EASA.R.150

Foreign AD: Not applicable

Supersedure: None

ATA 25 – Equipment / Furnishings – Rescue Hoist – Functional Check / Time Between Overhaul

Manufacturer(s):

Airbus Helicopters (AH)

Applicability: AH EC 175 B helicopters, all manufacturer serial numbers.

Definitions:

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

Affected part: Emergency Rescue Hoist system, having Manufacturer Part Number (MP/N) 42325-16-6 (AH Part Number [P/N] 704A41815120) or MP/N 42325-19-106 (AH P/N M259A70A1001).

Serviceable part: An affected part that has not exceeded 40 months' time since manufacture (TSM) or time since last overhaul (TSO), as applicable, and that has not exceeded 2 000 hoist cycles (HC) since manufacturing or last overhaul, as applicable.

The ASB: AH Emergency Alert Service Bulletin (ASB) EC175-04-20-0001.

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



The AMP: The Aircraft Maintenance Programme (AMP) contains the tasks on the basis of which the scheduled maintenance is conducted to ensure the continuing airworthiness of each operated helicopter. For helicopters operated under EU regulations, the operator or the owner ensures compliance with the AMP as stipulated in Commission Regulation (EU) [1321/2014](#).

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

Groups: Group 1 helicopters are those that have an affected part installed. Group 2 helicopters are those that do not have affected part installed, or on which the installed affected part is deactivated.

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. Also the airworthiness limitations applicable to an affected part installed on the helicopter (as defined in this AD) are specified in this ALS EC175.

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

Previously, EASA issued AD 2021-0038 to require accomplishment of all maintenance tasks and limitations as described in the ALS.

Since that AD was issued, it was noticed that the calendar times specified in the ALS for overhaul and functional check of an affected part are incorrect and should be defined as the 'time since manufacture' (TSM) or 'time since last overhaul' (TSO). The reason for this is that storage time (before installation) must also be taken into consideration. In addition, a functional check needs to be introduced for the 'slip-clutch', which is a torque limiter installed on the affected part that allows the cable to unwind in case of a (too) heavy load that could endanger the helicopter. The functional check interval is related to the condition of the oil (aging sensitive) contained in the affected part.

To address this potential unsafe condition, AH issued the ASB, as defined in this AD, to provide instructions for timely replacement (removal for overhaul) and functional checks of affected parts, in accordance with the newly defined thresholds and intervals. It is expected that the next update of the ALS will incorporate the corrected thresholds and intervals.

For the reasons described above, this AD requires replacement (removal for overhaul) and repetitive functional checks of affected parts. EASA AD 2021-0038 is not superseded by this AD.



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

Required as indicated, unless accomplished previously:

Replacement (for Overhaul):

- (1) For Group 1 helicopters: Within the compliance times as specified in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 40 months or 2 000 HC, whichever occurs first, replace the affected part with a serviceable part in accordance with the instructions of the ASB.

Table 1 – Initial Removal of Affected Part for Overhaul (see Note 1 of this AD)

TSM / TSO	Compliance Time
Less than 37 months	Before exceeding 40 months or 2 000 HC, whichever occurs first, either TSM or TSO, as applicable
37 months or more	A or B, whichever occurs later
	A - Within 3 months after the effective date of this AD B - Before exceeding 40 months or 2 000 HC, whichever occurs first, either TSM or TSO, as applicable

Note 1: Unless indicated otherwise, the TSM, TSO and time since last functional check (TSFC) as specified in Table 1 and Table 2 of this AD are the times accumulated by the installed affected part, on the effective date of this AD, or at the time of installation or reactivation of the affected part, as applicable.

Functional (Load) Check(s):

- (2) For Group 1 helicopters: Within the compliance times specified in Table 2 of this AD, as applicable, and, thereafter, at intervals not to exceed 6 months or 300 HC, whichever occurs first, accomplish a functional (load) check of the affected part in accordance with the instructions of the ASB.

Table 2 – Initial Functional (Load) Check of Affected Part (see Note 1 of this AD)

TSFC / TSM / TSO	Compliance Time
Less than 6 months	Before exceeding 6 months or 300 HC, whichever occurs first, either TSFC, TSM or TSO, as applicable
6 months or more	Before the next hoist mission after the effective date of this AD

- (3) Where this AD requires a task which is already required per EASA AD 2021-0038, the instructions of the ASB invalidate the instructions of the ALS.

Corrective Action(s):

- (4) If, during accomplishment of any task as required by paragraph (2) of this AD, discrepancies are found, 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.

Alternative Method:

(5) In lieu of removal (for overhaul) of the affected part as required by paragraph (1) of this AD, and of any functional (load) checks as required by paragraph (2) of this AD, it is allowed to operate the helicopter, provided that one of the actions is accomplished as specified in paragraph (5.1) or (5.2) of this AD.

(5.1) Deactivate the installed affected part and install placards on the applicable control switches of the circuit breaker panel, prohibiting use of the hoist.

(5.2) Remove the affected part from the helicopter in accordance with the instructions of the ASB.

After hoist deactivation or removal, the helicopter is considered to be Group 2.

Terminating Action:

(6) None.

Parts Installation:

(7) For Group 2 helicopters: From the effective date of this AD, it is allowed to install or reactivate an affected part, as applicable, provided that the affected part is a serviceable part, as defined in this AD.

Following hoist installation or reactivation, the helicopter is considered to be Group 1.

Ref. Publications:

AH Emergency ASB EC175-04-20-0001 original issue dated 04 October 2023.

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. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.
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), Aéroport de Marseille Provence, 13725 Marignane Cedex, France, Telephone +33 (0)4 42 85 97 97, Fax +33 (0)4 42 85 99 66
Web portal: <https://airbusworld.helicopters.airbus.com> or
E-mail: support.technical-airframe.ah@airbus.com.

