



## Airworthiness Directive

**AD No.:** 2018-0166

**Issued:** 26 July 2018

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 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 (EC) 216/2008, Article 14(4) exemption].

### Design Approval Holder's Name:

AIRBUS HELICOPTERS

### Type/Model designation(s):

EC175 B helicopters

**Effective Date:** 09 August 2018

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

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 71 – Power Plant – Front Sliding Cowling – Inspection / Modification

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### Manufacturer(s):

Airbus Helicopters (AH)

### Applicability:

EC175 B helicopters, manufacturer serial numbers (s/n) 5003, 5006, 5007, 5009 through 5011 inclusive, s/n 5013 through 5018 inclusive, and s/n 5020 through 5029 inclusive, except helicopters that have embodied AH modification 00A04693-00-M-ECP.

### Definitions:

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

**The inspection ASB:** AH Alert Service Bulletin (ASB) EC175-05A024.

**The modification SB:** AH SB EC175-71-007.

### Reason:

Abnormal wear was reported on the moving parts of the safety system of the front sliding cowling. Subsequent investigation determined that the wear was caused by an interference contact between the moving part lugs and the fixed parts of the cowling safety system.



This condition, if not detected and corrected, could lead to failure of the locking system of the front sliding cowling, possibly resulting in in-flight loss of the cowling with impact on the main rotor blades and subsequent loss of control of the helicopter.

To address this potentially unsafe condition, AH issued the inspection ASB providing inspection and corrective action instructions. AH also developed MOD 00A04693-00-M-ECP (installing new fixed parts of the fail-safe system of the front sliding cowling to increase clearance with the moving parts) and issued the modification SB accordingly, providing instructions to apply this mod in service.

For the reasons described above, this AD requires repetitive inspections of the moving parts of the safety system of the front sliding cowling and, depending on findings, accomplishment of applicable corrective action(s), including additional inspections of centring pins of the front sliding cowling. This AD also requires modification of the safety system of the front sliding cowling, as a terminating action for the repetitive inspections required by this AD.

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

Required as indicated, unless accomplished previously:

#### Inspection(s):

- (1) Within 55 flight hours (FH) or 30 days, whichever occurs first after the effective date of this AD and, thereafter, at intervals not to exceed 55 FH, inspect the moving parts of the safety system of the front sliding cowling in accordance with the instructions of paragraph 3.B.2 of the inspection ASB.

#### Corrective action:

- (2) If, during any inspection, as required by paragraph (1) of this AD, wear is found that exceeds the 20% limit as specified in the inspection SB, accomplish the actions defined in paragraphs (2.1) and (2.2) of this AD.
  - (2.1) Within 55 FH after detecting the excessive wear, contact AH for repair instructions and accomplish those instructions accordingly.
  - (2.2) Within 55 FH and, thereafter, at intervals not to exceed 55 FH, inspect the centring pins of the front sliding cowling in accordance with the instructions of paragraph 3.B.3 of the inspection ASB.
- (3) If, during any inspection as required by paragraph (2.2) of this AD, any discrepancy is found, before next flight, accomplish the applicable corrective actions. Using the instructions of AH EC175 B Aircraft Maintenance Manual Task 71-14-00, 6-1, is an acceptable method to accomplish the corrective actions.

#### Modification:

- (4) Within 3 months after the effective date of this AD, modify the safety system of the front sliding cowling in accordance with the instructions of the modification SB.



**Terminating Action:**

- (5) Accomplishment of a repair on a helicopter, as required by paragraph (2.1) of this AD, constitutes a terminating action for the repetitive inspections as required by paragraph (1) of this AD for that helicopter, unless otherwise stated in those repair instructions.
- (6) Accomplishment of corrective actions on a helicopter, as required by paragraph (3) of this AD, does not constitute a terminating action for repetitive inspections as required by paragraph (2.2) of this AD for that helicopter.
- (7) Modification of a helicopter as required by paragraph (4) of this AD, constitutes terminating action for all inspections required by this AD for that helicopter.

**Ref. Publications:**

AH ASB EC175-05A024 original issue dated 19 July 2018.

AH SB EC175-71-007 original issue dated 15 December 2017.

The use of later approved revisions of 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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
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](#).
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, E-mail: 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).

