



## Airworthiness Directive

**AD No.:** 2018-0190

**Issued:** 31 August 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):

EC 175 B helicopters

**Effective Date:** 07 September 2018

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

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 32 – Landing Gear – Nose Landing Gear A-Frame / Liner – Inspection

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### Manufacturer(s):

Airbus Helicopters (AH)

### Applicability:

EC 175 B helicopters, all manufacturer serial numbers.

### Definitions:

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

**The ASB:** AH EC 175 Emergency Alert Service Bulletin (ASB) 32A003.

**ALF:** After last flight of the day (ALF) inspection.

### Reason:

An occurrence was reported affecting the nose landing gear (NLG) of an EC 175 helicopter. During flight, following extension of the NLG, the lower pin connecting the NLG A-frame with the shock absorber, failed and disengaged. An uneventful precautionary landing on sandbags was made. Post-flight investigation determined that the lower sliding liner may not have been installed on the affected pin. Additional investigation performed on part of the fleet determined that the incorrect position of another liner component of the same assembly could also affect the lower pin connection.



This condition, if not detected and corrected, could lead to NLG failure upon landing, possibly resulting in damage to the helicopter and injury to occupants.

Prompted by this event, AH issued the ASB, providing inspection instructions.

For the reason described above, this AD requires a one-time inspection of the NLG A-frame to check the correct position of the liner and to verify the presence of the lower sliding liner and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

#### **Inspection:**

- (1) During the next ALF or within 30 days, whichever occurs first after the effective date of this AD, inspect the NLG A-frame installation by checking the position of the liner and verifying the presence of the lower sliding liner by the diameter “D” measurement in accordance with the instructions of Section 3.B.2 of the ASB.

#### **Records Check:**

- (2) Within 5 days after the effective date of this AD, check the helicopter maintenance records to determine whether the position of the liner was previously found incorrectly installed or the lower sliding liner was previously found missing.

#### **Corrective Action(s):**

- (3) If, during the inspection as required by paragraph (1) of this AD, the measured diameter “D” is incorrect (29 mm or less), or, during the determination as required by paragraph (2) of this AD, the lower sliding liner was ever found missing, before next flight, replace the A-frame and the junction parts with a new A-frame and new junction parts in accordance with the instructions of Section 3.B.4 of the ASB.
- (4) If, during the inspection as required by paragraph (1) of this AD, the liner is found in an incorrect position, or, during the determination as required by paragraph (2) of this AD, the liner was recorded to be installed in an incorrect position, before next flight, remove and correctly re-install the shock absorber / A-frame assembly in accordance with the instructions of Sections 3.B.4.a and 3.B.4.e, respectively, of the ASB.
- (5) For an A-frame Part Number (P/N) AIR87462/7 (AH P/N M322G50A3005) that was reinstalled as required by paragraph (4) of this AD, before exceeding 7 200 landing cycles since first installation of that A-frame on a helicopter, replace the A-frame and the junction parts with a new A-frame and new junction parts in accordance with the instructions of Section 3.B.4 of the ASB.

#### **Credit:**

- (6) Corrective actions on a helicopter, accomplished before the effective date of this AD, prompted by AH Safety Information Notice No. 3259-S-32, are acceptable to comply with the related requirements of paragraphs (3), (4) or (5) of this AD, as applicable, for that helicopter.



**Reporting:**

- (7) Within 30 days after the inspection and the records check as required by paragraphs (1) and (2) of this AD, report all findings (included none) to Airbus Helicopters.

**Part Installation:**

- (8) From the effective date of this AD, do not install on any helicopter an NLG A-Frame or junction part that was removed from service as required by paragraphs (3) or (5) of this AD, as applicable, unless the A-Frame or junction part has subsequently been corrected and released to service by Airbus Helicopters.

**Ref. Publications:**

AH EC 175 Emergency ASB 32A003 original issue dated 28 August 2018.

Safety Information Notice No. 3259-S-32, dated 13 July 2018.

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. 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, 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).

