



Airworthiness Directive

AD No.: 2020-0152

Issued: 10 July 2020

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: 24 July 2020

TCDS Number(s): EASA.R.150

Foreign AD: Not applicable

Supersedure: None

ATA 52 – Doors – Cargo Door Handle Spring – Replacement

Manufacturer(s):

Airbus Helicopters (AH)

Applicability:

EC 175 B helicopters, serial numbers (s/n) 5002 to 5010 inclusive, s/n 5013 to 5016 inclusive, and s/n 5018, except helicopters that have embodied AH modification (MOD) 00G02373.

Definitions:

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

Affected part: Cargo door handle springs, having Part Number (P/N) M523G1232225.

Serviceable part: Cargo door handle springs, having P/N M523G1232226.

The ASB: AH Alert Service Bulletin (ASB) EC175-52A010.

Reason:

An occurrence was reported where, on an EC 175 B helicopter, the "LH CARGO DOOR" caution lit in flight. The following on-ground inspection revealed that the cargo door handle was in open position, with the door slightly open, and that it was not possible to properly lock it because the locking mechanism was inoperative.



This condition, if not detected and corrected, may lead to the loss of a cargo door in flight, possibly resulting in damage to, and/or reduced control of, the helicopter.

To address this potential unsafe condition, AH published ASB EC175-05A029 Revision 1, providing instructions to inspect the locking mechanism of the left-hand (LH) and right-hand (RH) cargo doors, and EASA issued AD 2020-0094 to require repetitive inspections for correct operation of the locking mechanism of the LH and RH cargo doors.

Since that AD was issued, AH published the ASB, providing instructions to replace the spring, P/N M523G1232225, installed inside the cargo door handle, with P/N M523G1232226, to prevent the spring from coming out of position during handling and avoiding possible jamming or push-back of the handle that might cause the cargo door to open in flight.

For the reason described above, this AD requires the replacement of the affected parts with serviceable parts.

This AD is still considered an interim action and further AD action may follow (EASA AD 2020-0094 remains applicable after replacement of the springs).

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

Required as indicated, unless accomplished previously:

Replacement:

- (1) Within 110 flight hours after the effective date of this AD, replace the affected parts installed on the LH and RH cargo door handle with serviceable parts in accordance with the instructions of section 3.B of the ASB.

Parts Installation:

- (2) After modification of a helicopter as required by paragraph (1) of this AD, do not install an affected part on that helicopter.

Ref. Publications:

AH ASB EC175-52A010 original issue dated 19 May 2020.

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. This AD was posted on 27 May 2020 as PAD 20-086 for consultation until 24 June 2020. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness 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, Web portal: <https://keycopter.airbushelicopters.com> Technical Requests Management, or E-mail: support.powerplant.ah@airbus.com.

