



Airworthiness Directive

AD No.: 2020-0164

Issued: 22 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: 05 August 2020

TCDS Number(s): EASA.R.150

Foreign AD: Not applicable

Supersedure: None

ATA 53 – Fuselage – Pylon Skin – Inspection

Manufacturer(s):

Airbus Helicopters (AH)

Applicability:

EC 175 B helicopters, serial numbers (s/n) 5018, 5023, 5026 and 5037.

Definitions:

For the purpose of this AD, the following definition applies:

The ASB: AH Alert Service Bulletin (ASB) EC175-53A040.

Reason:

Following a retrofit installation, involving the removal of the tail rotor (TR) pylon structure, it was discovered that the integrity of the honeycomb panel of the pylon right-hand (RH) side centre skin had been compromised during that process. Such damage may remain undetected, since there is no dedicated inspection of the honeycomb panel after its removal and reinstallation.

This condition, if not detected and corrected, could subsequently lead to pylon vibrations and a large reduction of safety margins, possibly resulting in the loss of structural integrity of the TR pylon.



To address this potential unsafe condition, AH issued the ASB, providing inspection instructions to evaluate the condition of the TR pylon RH centre skin.

For the reasons described above, this AD requires a one-time tapping inspection of the TR pylon RH centre skin 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) Within 110 flight hours after the effective date of this AD, inspect the TR pylon RH centre skin by manual tapping in accordance with the instructions of Paragraph 3.B of the ASB.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1), any non-conformity is found, accomplish the applicable corrective action(s) in accordance with the instructions of the ASB.

Ref. Publications:

AH ASB EC175-53A040 original issue dated 20 July 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. 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 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 (Technical Support) at:
Web portal: <https://keycopter.airbushelicopters.com> Technical Requests Management, or



E-mail: support.technical-airframe.ah@airbus.com, and
TechnicalSupport.Helicopters@airbus.com.

