Emergency Airworthiness Directive

AD No.: 2024-0252-E

Issued: 23 December 2024

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: 26 December 2024

TCDS Number(s): EASA.R.150

Foreign AD: Not applicable

Supersedure: None

ATA 53 – Fuselage – Pylon Reinforcement Fittings – Inspection

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Manufacturer(s):

Airbus Helicopters (AH)

Applicability:

AH EC 175 B helicopters, all serial numbers.

Definitions:

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

Affected parts: Left and right pylon reinforcement fitting, having respectively Part Number (P/N) M536A1001231 and P/N M536A1001232.

The ASB: AH Emergency Alert Service Bulletin (ASB) EC175-05-00-0006.

Groups:

Group 1 helicopters are those which on the effective date of this AD have accumulated 145 flight hours (FH) or more since first flight and which are not Group 2.

Group 2 helicopters are those which before the effective date of this AD have been repaired in accordance with the instruction of AH Repair Design Approval Sheet RDAS-EC175-53-2024-3986, RDAS-EC175-53-2024-3994 or RDAS-EC175-53-2024-4040.

Group 3 helicopters are those which are not Group 1 and are not Group 2.

Reason:

An occurrence was reported of 'loose rivets' found on an EC 175 helicopter, on the left and right pylon reinforcement fitting, as well as a crack in one of the reinforcement fittings, that had initiated from one of the holes containing a loose rivet.

This condition, if not detected and corrected, could result in cracking of one or both pylon reinforcement fittings, possibly resulting in loss of support by the reinforcing rods of the pylon reinforcement fittings of the aerodynamic loads applied to the horizontal stabilizer during flight, which could lead to rupture of the horizontal stabilizer, possibly resulting in loss of control of the helicopter.

To address this potential unsafe condition, AH issued the ASB, as defined in this AD, providing instructions for inspection and repair of the pylon reinforcement fittings for the horizontal stabilizer.

For the reason described above, this AD requires repetitive inspections of the affected parts, as defined in this AD, and, depending on findings, accomplishment of applicable corrective action(s).

This AD is considered to be an interim action and further AD action may follow.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Inspection(s):

(1) Within the compliance time specified in Table 1 of this AD and, thereafter, at intervals not to exceed 155 FH, inspect both affected parts in accordance with the instructions of the ASB.

Table 1 – Compliance Times

Helicopters	Threshold for Initial Inspection
Group 1	Within 10 FH after the effective date of this AD
Group 2	Within 155 FH after accomplishment of the repair in accordance with the instructions of AH RDAS-EC175-53-2024-3986, RDAS-EC175-53-2024-3994 or RDAS-EC175-53-2024-4040, as applicable
Group 3	Before exceeding 155 FH since first flight

Corrective Action(s):

(2) If, during any inspection as required by paragraph (1) of this AD, one or more loose rivets are detected, before next flight, contact AH for repair instructions and within 10 FH after that inspection accomplish those instructions accordingly.

(3) If, during any inspection as required by paragraph (1), (5), (6) or (7) of this AD, as applicable, any crack is detected on an affected part, before next flight, contact AH for repair instructions and accomplish those instructions accordingly.

(4) If, during any inspection as required by paragraph (1) of this AD, a discrepancy is found on only one affected part, and no discrepancy is found on the other affected part, the repair as required by paragraph (2) or (3) of this AD, as applicable, and the repair in the additional inspection/repair instruction received by AH as required by paragraph (5) of this AD, as applicable, may both be postponed until 90 FH provided that, during this postponement period:

(4.1) Within intervals not to exceed 45 FH, both affected parts are inspected in accordance with the additional inspection instructions provided by AH, as applicable; and that

(4.2) No discrepancy is found on the other affected part.

Follow-up Inspection(s):

(5) If, during any inspection as required by paragraph (1) of this AD, one or more loose rivets are found, before next flight, contact AH for additional inspection instructions and within 10 FH after that inspection, or within the compliance time specified in those instructions, whichever occurs later, accomplish those inspection and/or repair instructions on the affected part(s) where the discrepancy was found accordingly.

(6) For helicopters which, following inspection(s) as required by paragraph (1) or (5) of this AD, have had a repair accomplished on only one affected part, as required by paragraph (2) and/or (3) of this AD, or in accordance with the instructions of AH RDAS-EC175-53-2024-3986 or RDAS-EC175-53-2024-4040, as applicable: Within 10 FH after accomplishment of that repair and, thereafter, until the helicopter has accumulated 40 FH since this repair, at intervals not to exceed 10 FH and, thereafter, until the helicopter has accumulated 100 FH since this repair, at intervals not to exceed 30 FH, inspect the repaired affected part for cracks in accordance with the instructions of the ASB.

(7) For helicopters which, following the inspection(s) as required by paragraph (1) or (5) of this AD, as applicable, have had a repair accomplished concurrently on both affected parts, as required by paragraph (2) and/or (3) of this AD, as applicable, or in accordance with the instructions of RDAS-EC175-53-2024-3994, as applicable: Within 10 FH after accomplishment of this repair and, thereafter, till the helicopter has accumulated 100 FH since this repair, at intervals not to exceed 10 FH, inspect both affected parts for cracks in accordance with the instructions of the ASB.

Terminating Action:

(8) None.

Ref. Publications:

AH Emergency ASB EC175-05-00-0006 original issue (Issue 001) dated 19 December 2024.

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 42 859 797, Fax +33 (0)4 42 85 99 66; Web portal: https://airbusworld.helicopters.airbus.com / Technical Requests Management, Telephone +33 (0)4 42 85 97 89, or E-mail: support.technical-airframe.ah@airbus.com.