

Airworthiness Directive

AD No.: 2020-0081

Issued: 01 April 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: 15 April 2020

TCDS Number(s): EASA.R.150

Foreign AD: Not applicable

Supersedure: None

ATA 62 – Main Rotor – Swashplate – Inspection / Replacement

Manufacturer(s):

Airbus Helicopters (AH)

Applicability:

EC175 B, all manufacturer serial numbers.

Definitions:

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

The ASB: AH Alert Service Bulletin (ASB) EC175-05A033.

Affected part: Main rotor swashplate assemblies, having Part Number (P/N) M623A2A13052 or P/N M623A2A13054.

Serviceable part: Any main rotor swashplate assembly which is not an affected part; or an affected part which is new (never previously installed), or which has passed an inspection (no defects detected) in accordance with the instructions of the ASB.

FNC: Functional maintenance check (FNC) of the main rotor swashplate assembly in accordance with the AH EC175 Aircraft Maintenance Manual module 62-32-00, 6-12.

Reason:

AH has reported a manufacturing issue involving ceramic balls of the swashplate bearing of the main rotor mast assembly. A defective ceramic ball could lead to potential premature spalling of the ball itself and of the swashplate bearing.

This condition, if not detected and corrected, could lead to loss of function of the bearing and overload of the main rotor mast scissor, possibly resulting in reduced control of the helicopter.

To address this unsafe condition, AH issued the ASB, providing inspection and replacement instructions.

For the reasons described above, this AD requires repetitive inspections of the affected part and, depending on findings, replacement.

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

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within the compliance time as specified in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 150 flight hours (FH), inspect the swashplate assembly of the affected part in accordance with the instructions of paragraph 3 of the ASB.

Table 1 – Compliance Time (see Note 1 of this AD)

FH Accumulated	Compliance Time(s)
100 FH or more since first installation on a helicopter, or since the last FNC, as applicable	Within 50 FH after the effective date of this AD, or before exceeding 450 FH since first installation on a helicopter or the last FNC, as applicable, whichever occurs first.
Less than 100 FH since first installation on a helicopter, or since the last FNC, as applicable	Within 150 FH since first installation on a helicopter, or the last FNC, as applicable.

Note 1: Unless indicated otherwise, the FH specified in Table 1 of this AD are those accumulated by the affected part, on the effective date of this AD, since its first installation on a helicopter, or since its last FNC, as applicable.

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, any discrepancy is detected, as defined in the ASB, before next flight, replace the affected part with a serviceable part in accordance with the instructions of paragraph 3 of the applicable ASB.

Terminating Action(s):

- (3) None.



Parts Installation:

- (4) From the effective date of this AD, it is allowed to install on any helicopter an affected part, provided it is a serviceable part, as defined in this AD, and that, following installation, it is inspected as required by paragraph (1) of this AD.

Ref. Publications:

AH EC175-05A033 original issue dated 31 March 2020.

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 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](#).
5. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters (Technical Support)
Web portal: <https://keycopter.airbushelicopters.com> Technical Requests Management, or TechnicalSupport.Helicopters@airbus.com.

