

## Airworthiness Directive

**AD No.:** 2020-0269

**Issued:** 07 December 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:** 21 December 2020

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

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 62 – Main Rotor – Damper Rod Ends – Inspection

#### Manufacturer(s):

Airbus Helicopters (AH)

#### Applicability:

EC 175 B helicopters, all serial numbers, if main rotor (MR) elastomeric damper rod ends, having Part Number (P/N) M622G40T1015 or P/N M622G40T1016, are installed.

#### Definitions:

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

**The ASB:** AH EC175 Alert Service Bulletin (ASB) EC175 05A035.

**Affected Part:** MR elastomeric damper rod ends, having P/N M622G40T1015 or P/N M622G40T1016.

**Serviceable part:** An MR damper rod end which is not an affected part; or an affected part that is new (not previously installed); or an affected part that has passed an inspection (no defects found) in accordance with the instructions of the ASB.

**Reason:**

Occurrences have been reported of finding out-of-limits cracks in MR damper elastomeric rod ends, after the parts had been removed and examined on a test bench. Regular inspections of the installed part, using the relevant maintenance instructions, had not identified these cracks.

This condition, if not detected and corrected, could lead to loss of dampening function and consequent ground/air resonance, possibly resulting in loss of control of the helicopter.

To address this potential unsafe condition, AH issued the applicable ASB, providing improved inspection instructions to evaluate the condition of the damper rod ends.

For the reason described above, this AD requires repetitive inspections of each affected part and, depending on findings, replacement with a serviceable part.

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:**

- (1) During the next scheduled 50 flight hours (FH) inspection [ref. Airworthiness Limitations Sections Task 62/24/00/000/000/135, Aircraft Maintenance Manual Task 64-24-00, 6-7] after the effective date of this AD and, thereafter, during each scheduled 50 FH inspection, inspect each affected part in accordance with the instructions of Paragraph 3.B of the ASB.

**Corrective Action(s):**

- (2) If, during any inspection as required by paragraph (1), any non-conformity is found on an affected part, replace that affected part with a serviceable part in accordance with the instructions of the ASB.

**Terminating Action:**

- (3) None.

**Parts Installation:**

- (4) From the effective date of this AD, it allowed to install on any helicopter an MR damper rod end, provided it is a serviceable part, as defined in this AD.

**Ref. Publications:**

AH ASB EC175-05A035 original issue dated 25 November 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](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](#). 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.technical-airframe.ah@airbus.com](mailto:support.technical-airframe.ah@airbus.com), and [TechnicalSupport.Helicopters@airbus.com](mailto:TechnicalSupport.Helicopters@airbus.com).

