



Airworthiness Directive

AD No.: 2025-0017R1

Issued: 17 January 2025

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, 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: Revision 1: 21 January 2025
Original Issue: 21 January 2025

TCDS Number(s): EASA.R.150

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2025-0017 dated 14 January 2025.

ATA 53 – Fuselage – Tail Rotor Pylon – Inspection

Manufacturer(s):

Airbus Helicopters (AH)

Applicability:

EC 175 B helicopters, all serial numbers.

Definitions:

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

The ASB: AH Alert Service Bulletin (ASB) EC175-05-00-0005.

Reason:

Two occurrences were reported where, during the post-flight maintenance inspection of an EC 175 helicopter, loose rivets and a crack on the left middle skin of the tail rotor pylon had been found.

The following investigation revealed that a repair in the same area of the pylon after finding loose rivets had already been accomplished on several EC 175 helicopters. It has however been determined that these repairs may not be effective, because in several cases re-appearance of loose rivets was found.



Additionally, it has been determined that the found loose rivets will eventually lead to cracking of the skin(s) of the tail rotor pylon.

This condition, if not detected and corrected, could lead to propagation of cracks, possibly resulting in rupture of the skin and consequent excessive vibration of the tail rotor pylon, which would endanger the integrity of the structure.

To address this potentially unsafe condition, AH published the ASB, as defined in this AD, to provide instructions for repetitive inspection of the tail rotor pylon. Considering that, depending on the found discrepancies, different repairs are to be accomplished, and also taking into account that already various different repair solutions have been applied, the ASB does not incorporate a (standard) repair instruction. Consequently, EASA issued the original issue of this AD, to require repetitive inspections of the tail rotor pylon and, depending on findings, repair of damaged pylons.

Since that AD was issued, it was determined that a clarification is required with regard to repair instructions which are not provided by AH.

For the reason described above, this AD is revised to clarify under which condition the accomplishment of a repair in accordance with approved instructions not provided by AH is allowed as corrective action as required by this AD.

This AD is (still) 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 55 flight hours (FH) after the effective date of this AD and, thereafter, at intervals not to exceed 110 FH, accomplish a visual inspection of the tail rotor pylon in accordance with the instructions of the ASB.

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, contact AH for approved repair instructions and, within the compliance time specified herein, accomplish those repair instructions accordingly; or before next flight, obtain other repair instructions approved as Alternative Method of Compliance (AMOC); see Remark 1 of this AD and, within the compliance time specified herein, accomplish those repair instructions accordingly.

Terminating Action:

- (3) None.

Ref. Publications:

AH ASB EC175-05-00-0005 original issue (Issue 001) dated 07 January 2025.



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. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 11 February 2025. Only if any comment is received during the consultation period, a Comment Response Document will be published in the [EASA Safety Publications Tool](#), in a compressed ('zipped') file, attached to the record for this AD.
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.

