U R G E N T

Organisme pour la sécurité
De l'aviation civile

Département Gestionnaire de la Sécurité

Emetteur (From): Contact.Documentation@osac.aero
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Destinataire(s) (To): Pour les personnes concernées *(To whom it may concern)*

OBJET : Avis d'émission de l'AD urgente de l'EASA de référence EAD-2025-0039-E
(EASA EAD 2025-0039-E issuing notice)

AIRBUS HELICOPTERS
EC 175 B

Le présent avis signale l'émission de la Directive de Navigabilité EASA citée en objet dont le texte est joint.

This notice reports the issuing of the subject EASA AD which is enclosed.

Cette AD est, réglementairement, directement applicable sur les aéronefs inscrits au registre français.

According to the rules, this AD is directly applicable to the French registered affected aircraft.

European Union Aviation Safety Agency

Emergency Airworthiness Directive

AD No.: 2025-0039-E

Issued: 14 February 2025

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: 18 February 2025

TCDS Number(s): EASA.R.150

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA Emergency AD 2024-0252-E dated 23 December 2024.

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 fittings, having respectively Part Number (P/N) M536A1001231 and P/N M536A1001232.

The ASB: AH Emergency Alert Service Bulletin (ASB) EC175-05-00-0006 Issue 003.

Groups:
Group 1 helicopters are those which on 26 December 2024 [the effective date of AD 2024-0252-E] had accumulated 145 flight hours (FH) or more since first flight and are neither Group 1A nor Group 2.

Group 1A helicopters are those which on 26 December 2024 [the effective date of AD 2024-0252-E] had accumulated 145 FH or more since first flight AND on which a maintenance action in the area of the pylon reinforcement fittings has been accomplished, which include the replacement of rivets by rivets with the same diameter, without replacing the pylon reinforcement and attachment fitting(s), and which are not Group 2.

Group 2 helicopters are those which before 26 December 2024 [the effective date of AD 2024-0252-E] 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 3A helicopters are those on which a maintenance action in the area of the pylon reinforcement fittings has been accomplished, which include the replacement of rivets by rivets with the same diameter, without replacing the pylon reinforcement and attachment fitting(s), and which are neither Group 1, nor Group 1A, nor Group 2.

Group 3 helicopters are those which are neither Group 1, nor Group 1A, nor Group 2, nor Group 3A.

Reason:

An occurrence was reported of 'loose rivets' found on an EC 175 helicopter, on the left and right pylon reinforcement fittings, 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 ASB EC175-05-00-0006 (original issue), providing instructions for inspection and repair of the pylon reinforcement fittings for the horizontal stabilizer. Consequently, EASA issued AD 2024-0252-E to require repetitive inspections of the affected parts, as defined in this AD, and, depending on findings, accomplishment of applicable corrective action(s).

Since that AD was issued, it has been discovered that, due to found loose rivets in the area of the pylon reinforcement fittings, certain repairs had been accomplished, whereby loose rivets were replaced by rivets with the same diameter, without replacing the pylon reinforcement and attachment fitting(s). Further investigation and analysis determined that such repairs may hide the existence of defects of the fittings, which could possibly lead to a propagating crack in a fitting, which will not be timely detected within the previously defined inspection interval of 155 FH.

To address this potential unsafe condition, AH published the ASB, as defined in this AD, providing a reduced threshold and a shorter interval for the repetitive inspections for those helicopters on which a certain maintenance action has been accomplished, as defined in the ASB.

For the reason described above, this AD retains the requirements of EASA AD 2024-0252-E, which is superseded, requiring additional inspections for helicopters on which certain maintenance action

was accomplished, defined in this AD as Group 1A or Group 3A helicopters.

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) For Group 1, Group 2 and Group 3 helicopters: 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 26 December 2024 [the effective date of EASA AD 2024-0252-E]
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

(2) For Group 1A and Group 3A helicopters, within the compliance time specified in Table 2 of this AD and, thereafter, at intervals not to exceed 10 FH, inspect both affected parts in accordance with the instructions of the ASB.

Table 2 – Compliance Times

Helicopters	Threshold for Initial Inspection
Group 1A helicopters on which, before the effective date of this AD, no inspection as required by paragraph (1) of EASA AD 2024-0252-E has been accomplished	Within 10 FH after 26 December 2024 [the effective date of AD 2024-0252-E]
Group 3A helicopters on which, before the effective date of this AD, no inspection as required by paragraph (1) of EASAAD 2024-0252-E has been accomplished	Before exceeding 155 FH since first flight
Group 1A and Group 3A helicopters on which, before the effective date of this AD, one or more inspection(s) have been accomplished as required by paragraph (1) of EASA AD 2024-0252-E	Within 10 FH after the effective date of this AD

Corrective Action(s):

(3) For Group 1, Group 2 and Group 3 helicopters: 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 approved repair instructions and, within the compliance time mentioned in those instructions, accomplish those instructions accordingly.

(4) If, during any inspection as required by paragraph (1), (7), (8) or (9) of this AD, as applicable, any crack is detected, before next flight, contact AH for approved repair instructions and, within the compliance time mentioned in those instructions, accomplish those instructions accordingly.

(5) For Group 1A and Group 3A helicopters: If, during any inspection as required by paragraph (2) of this AD, any discrepancy is detected, before next flight, contact AH for approved repair instructions and accomplish those instructions accordingly.

(6) 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 (3) or (4) of this AD, as applicable, and the repair in the additional inspection/repair instruction received by AH as required by paragraph (7) of this AD, as applicable, may both be postponed until 90 FH provided that, during this postponement period:

(6.1) 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

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

Follow-up Inspection(s):

(7) 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.

(8) For helicopters which, following inspection(s) as required by paragraph (1), (2) or (7) of this AD, have had a repair accomplished on only one affected part, as required by paragraph (3), (4) and/or (5) 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.

(9) For helicopters which, following the inspection(s) as required by paragraph (1), (2) or (7) of this AD, as applicable, have had a repair accomplished concurrently on both affected parts, as required by paragraph (3), (4) and/or (5) of this AD, or in accordance with the instructions of RDAS-EC175-53-2024-3994, as applicable: Within 10 FH after accomplishment of this repair and, thereafter, until 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.

Credit:

(10) For Group 1, Group 2 and Group 3 helicopters: Inspections accomplished on a helicopter before the effective date of this AD in accordance with the instructions of ASB EC175-05-00-0006 at original issue or at issue 002 are acceptable to comply with the initial requirements of paragraph (1) of this AD for that helicopter.

Terminating Action:

(11) For Group 1A and Group 3A helicopters: After accomplishment on a helicopter of the corrective action(s) as required by paragraph (3) and/or (4) or (5) of this AD, as applicable, a Group 1A helicopter becomes Group 1 and a Group 3A helicopter becomes Group 3, and must thereafter be inspected as required by this AD for a Group 1 or a Group 3 helicopter, as applicable; the inspections as required by paragraph (2) of this AD are no longer required for that helicopter.

(12) For Group 1A and Group 3A helicopters: If, during any inspection as required by paragraph (2) of this AD, no discrepancy is detected on a helicopter, it is allowed to modify that helicopter into a Group 1 or Group 3, as applicable, provided that the modification is accomplished within 10 FH after that inspection, and in accordance with approved AH instructions. After that modification, the helicopter is a Group 1 or Group 3, as applicable, and must thereafter be inspected as required by this AD for a Group 1 or a Group 3 helicopter, as applicable; the inspections as required by paragraph (2) of this AD are no longer required for that helicopter.

Ref. Publications:

AH Emergency ASB EC175-05-00-0006 original issue (Issue 001) dated 19 December 2024, or Issue 002 dated 20 December 2024, or Issue 003 dated 12 February 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. 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.