



European Union Aviation Safety Agency

Airworthiness Directive

AD No.: 2026-0011

Issued: 15 January 2026

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 155 helicopters

Effective Date: 29 January 2026

TCDS Number(s): EASA.R.105

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2024-0173 dated 04 September 2024.

ATA 52 – Doors – Jettisonable Windows and Seals on the Sliding Doors and Fixed Panels – Modification

Manufacturer(s):

Airbus Helicopters (AH), formerly Eurocopter (EC), Eurocopter France, Aerospatiale, Sud Aviation

Applicability:

EC 155 B and EC 155 B1 helicopters, all serial numbers, except those on which AH modification (MOD) 365V820030 or AH MOD 07.53C80 has been embodied in production.

Definitions:

For the purpose of this AD, the following definition applies:

The ASB: AH Alert Service Bulletin (ASB) ASB EC155-56-50-0001 Issue 002.

Groups: Group 1 helicopters are those which do not have AH modification (mod) OP52C38 embodied. Group 2 helicopters are those which have AH mod OP52C38 embodied.

Reason:

During tests concerning jettisoning of windows on an EC 155 helicopter, it was identified that the required forces for jettisoning exceeded the maximum jettisoning effort requirements.



An agency of the European Union

This condition, if not corrected, could possibly lead to an inability to jettison the window(s) during an emergency event, which would result in a reduced capability to evacuate the helicopter and possible consequent injury to occupants.

To address this potential unsafe condition, AH designed a modification of the jettisonable windows and issued the ASB EC155-56-50-0001 Issue 001 to provide modification instructions for in-service helicopters. Consequently, EASA published AD 2024-0173 requiring replacement of the jettisonable windows and seals on the sliding doors and fixed panels on the left-hand (LH) and right-hand (RH) sides.

Since EASA AD 2024-0173 was published, AH issued the ASB, as defined in this AD, to introduce specific instructions for modification of the jettisonable windows for helicopters having tinted windows installed through AH mod OP52C38.

For the reasons described above, this AD retains the requirements of EASA AD 2024-0173, which is superseded, but referencing updated instructions for Group 2 helicopters.

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:

Modification:

- (1) Before exceeding the compliance time as defined in Table 1 of this AD, as applicable, replace the jettisonable windows and seals on sliding doors and fixed panels, on LH and RH sides, and install new labels in accordance with the instructions of the ASB.

Table 1 – Compliance Time

Groups	Compliance Time
1	600 flight hours (FH) or within 24 months, whichever occurs first after 18 September 2024 [the effective date of EASA AD 2024-0173]
2	175 FH or within 7 months, whichever occurs first after the effective date of this AD

Credit:

- (2) For Group 1 helicopters: Modification of a helicopter accomplished before the effective date of this AD, in accordance with the instructions of AH ASB EC155-56-50-0001 at Issue 001, is an acceptable method to comply with the requirements of paragraph (1) of this AD for that helicopter.

Ref. Publications:

Airbus Helicopters ASB EC155-56-50-0001 Issue 001 dated 19 June 2024, or Issue 002 dated 20 May 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. This AD was posted on 15 December 2025 as PAD 25-189 for consultation until 12 January 2026. No comments were received during the consultation period.
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 (4) 42 85 97 97, Fax: +33 (4) 42 85 99 66, Web portal: <https://airbusworld.helicopters.airbus.com> Technical Requests Management, or E-mail: TechnicalSupport.Helicopters@airbus.com



An agency of the European Union