Airworthiness Directive

AD No.: 2026-0098

Issued: 21 May 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 175 B helicopters

Effective Date: 04 June 2026

TCDS Number(s): EASA.R.150

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2023-0129 dated 29 June 2023.

ATA 52 – Doors – Bad Weather Windows Emergency Exit Mechanism – Inspection / Modification

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Manufacturer(s):
Airbus Helicopters (AH)

Applicability:
EC 175 B helicopters, all serial numbers (s/n).

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

The ASB: AH Alert Service Bulletin (ASB) EC175-52-10-0001.

The modification ASB: AH ASB EC175-52-11-0002.

The procedure: Accomplishment procedure '52-10-0001, 933' of the ASB.

Affected part: Cockpit doors, having Part Number (P/N) M521A20A1002 [manufacturer P/N (MP/N) C1E175PBG00000D] [left-hand (LH) side] or P/N M521A10A1002 (MP/N C1E175PBD00000D) [right-hand (RH) side]; all bad weather window (BWW) assemblies, having MP/N HZ0000066970 (LH side) or MP/N HZ0000066980 (RH side); and all jettison (release) mechanisms, having MP/N

HZ0000104160 (LH side) or MP/N HZ0000127690 (RH side); which have been produced before 20 April 2023, except those which have been inspected and modified, as applicable, in accordance with the instructions of the ASB.

Groups:
Group 1 helicopters are those which have an affected part, as defined in this AD, installed.
Note 1: Helicopters having s/n 5002 to 5040 inclusive, s/n 5042, s/n 5044 to 5052 inclusive, s/n 5057, 5058, 5059, 5061 and 5063 are known to be initially delivered with an affected part installed.

Group 2 helicopters are those which do not have an affected part installed.
Note 2: Helicopters having a s/n that is not in the list of s/n in the definition of Group 1 above is considered Group 2, provided that no affected part has been installed on it since delivery of the helicopter.

Pre-mod door(s): Cockpit door having P/N M521A20A1002 (MP/N C1E175PBG00000D), P/N M521A20A1003 (MP/N C1E175PBG00000E), P/N M521A10A1002 (MP/N C1E175PBD00000D) or P/N M521A10A1003 (MP/N C1E175PBD00000E).

Modification Groups:
Group A helicopters are those which have a pre-mod door, as defined in this AD, installed.
Group B helicopters are those which are not Group A.

Reason:
Occurrences were reported where, during operational checks of the functioning of the EC 175 flight crew emergency escape system, the BWW of one of the cockpit doors would not jettison as intended. Investigation revealed that the release cable to jettison the window had somehow come off the guide wheel and therefore the lock pins probably did not fully retract when the escape mechanism was activated. During further analyses, it was discovered that some jettison mechanisms had not been manufactured in conformity with the approved design, creating a too low tension of the release cable, as a result of which it could come loose and derail from the groove of the guide wheel.

It was also determined that the procedures in the AH EC 175 B aircraft maintenance manual (AMM) for the (periodical) check of the BWW jettison mechanism, including instructions for re-installation of the BWW and checking the correct connection (installation) of the jettison (release) mechanism after each performed operational check, were not robust enough, with the risk that after execution of such a check, the jettison mechanism of the escape window would not function properly in case of its activation during a real emergency.

These conditions, if not detected and corrected, could prevent jettisoning of the BWW of a cockpit door used as an emergency exit, which especially in case of water impact or ditching and capsizing of the helicopter, could possibly result in the inability for the flight crew to escape.

To address this unsafe condition, AH issued the ASB, as defined in this AD, to provide inspection and amended (re-)installation instructions for the jettison mechanism of the BWW, and to introduce amended and additional maintenance tasks.

Consequently, EASA issued AD 2023-0129 to require a one-time inspection of all affected parts and, depending on findings, accomplishment of applicable corrective action(s), and also implementation of more robust periodical operational checks of the BWW jettison system, including a thorough check of the activation mechanism after each re-installation of the BWW.

Since that AD was published, AH improved the design of the internal activation handles for the flight crew emergency escape system in the cockpit doors, including a redesigned guide wheel for the release cable of the BWW jettison mechanism, and published the modification ASB, as defined in this AD.

AH also updated the work cards for removal and installation of the BWW in the AMM.

For the reasons described above, this AD retains the inspection and corrective action requirements of EASA AD 2023-0129, which is superseded, and requires in addition modification of all pre-mod doors, as defined in this AD.

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 helicopters: Within 1 760 flight hours or 24 months, whichever occurs first after 13 July 2023 [the effective date of EASA AD 2023-0129], inspect each affected part for conformity by checking the correct position of the emergency exit mechanism rod nut plate in accordance with the instructions of sections 4.2 and 4.3 of the procedure, as defined in this AD.

Corrective Action(s):

(2) For Group 1 helicopters: If, during the inspection as required by paragraph (1) of this AD, any discrepancy is detected, as defined in the ASB, before next flight, replace the BWW jettison (release) mechanism in accordance with the instructions of section 4.3 of the procedure and, before release to service, check and adjust, as applicable, the tension of the release cable in accordance with the instructions of section 4.4 of the procedure.

(3) For Group 1 helicopters: Unless accomplished as required by paragraph (2) of this AD, before release to service after the inspection as required by paragraph (1) of this AD, check and adjust, as applicable, the tension of the release cable in accordance with the instructions of section 4.4 of the procedure.

Additional Maintenance Requirement(s):

(4) For Group 1 and Group 2 helicopters: From 13 July 2023 [the effective date of EASA AD 2023-0129], do not (re)install any BWW and do not accomplish any operational check of a cockpit door emergency exit in accordance with the instructions of AMM task 52-11-00, 4-6 at normal revision RN022 or earlier.

Modification:

(5) For Group A helicopters: Within 1600 FH or 24 months after the effective date of this AD, whichever occurs first, modify the helicopter by modifying and reidentifying each installed

pre-mod door in accordance with the instructions of the modification ASB.
After modification the helicopter becomes Group B.

Part(s) Installation:

(6) For Group 1 and Group 2 helicopters: From 13 July 2023 [the effective date of EASA AD 2023-0129], do not install on any helicopter an affected part.

(7) For Group B helicopters: From the effective date of this AD, do not install on a helicopter any pre-mod door(s).

Ref. Publications:

AH ASB EC175-52-10-0001 original issue (Issue 001) dated 20 April 2023.

AH ASB EC175-52-11-0002 original issue (Issue 001) dated 17 February 2026.

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. This AD was posted on 10 April 2026 as PAD 26-046 for consultation until 08 May 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) at:
Web portal: https://airbusworld.helicopters.airbus.com / Technical Requests Management, or
E-mail: TechnicalSupport.Helicopters@airbus.com, or Telephone +33 (0)442859789.