

Airworthiness Directive

AD No.: 2026-0099

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: None

ATA 55 – Stabilizers – Horizontal Stabilizer Fitting Screws – Replacement

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) EC175-55-10-0002.

Affected part(s): The (2) M14 screws of the horizontal stabilizer (HS) fitting, having Manufacturer Part Number (MP/N) M551A1101501 or MP/N M551A1101213.

Reason:

During flight testing with instrumented M14 screws on the HS fitting, AH discovered that the expected pre-load on these screws was not met.

Further investigation revealed that these affected parts could fail during flight, due to decreased screw tension, caused by an increasing friction coefficient with the number of successive torquing of

the affected parts during periodical maintenance.

This condition, if not corrected, could result in detachment and loss of the HS, possibly resulting in loss of control of the helicopter.

To address this potential unsafe condition, AH re-calculated the service life limit (SLL) of the affected parts and published the ASB, as defined in this AD, to provide instructions for a one-time replacement of these parts before reaching the newly calculated reduced SLL.

For the reason described above, this AD requires a one-time replacement of the affected parts before exceeding the re-calculated reduced SLL.

This AD is 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:

Replacement:

- (1) Before an affected part has accumulated 5 000 flight hours (FH) since first installation on a helicopter, replace that affected part with a new (never installed before) affected part in accordance with the instructions of the ASB.

Parts Installation:

- (2) From the effective date of this AD, it is allowed to install (see Note 1 of this AD) an affected part on a helicopter, provided that the affected part is new (was never installed before on any helicopter).

Note 1: Removal of an affected part from a helicopter and subsequent reinstallation of that affected part at the same location of the same helicopter, accomplished during a single maintenance visit, is not considered as 'installation' as specified in paragraph (2) of this AD.

Ref. Publications:

AH ASB EC175-55-10-0002 original issue (Issue 001) dated 18 March 2026.

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 10 April 2026 as PAD 26-047 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), Aéroport de Marseille Provence, 13725 Marignane Cedex, France, Telephone (+33 (0)4 42 859 797, Fax +33 (0)4 42 859 966; Web portal: <https://airbusworld.helicopters.airbus.com> / Technical Requests Management, or Telephone +33 (0)4 42 859 789, or E-mail: support.technical-airframe.ah@airbus.com.

