



Airworthiness Directive

AD No.: 2026-0166

Issued: 19 August 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 225 LP helicopters

Effective Date: 02 September 2026

TCDS Number(s): EASA.R.002

Foreign AD: Not applicable

Supersedure: None

ATA 53 – Fuselage – Splice of Frame X5295 – Inspection

Manufacturer(s):

Airbus Helicopters (AH), formerly Eurocopter

Applicability:

EC 225 LP helicopters, all manufacturer serial numbers, having AH modification (mod) 0726517 or AH mod 0726493, except those having AH mod 0728463 embodied in production, or those having the AH SB EC225-53-061 embodied in service.

Definitions:

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

The ASB: AH Alert Service Bulletin (ASB) EC225-53-00-0001.

Reason:

It has been determined that the configuration of the upper splice frames at frame X5295 had been mistakenly recorded as steel in the aircraft logbook of a helicopter, whereas the actual material was aluminium. As a result, the mandatory periodic inspection applicable to aluminium splice plates had not been performed.



This condition, if not detected and corrected, could lead to loss of structural integrity of the helicopter frame.

To address this potential unsafe condition, AH issued the ASB, to provide instructions to determine the material (steel or aluminium) of the upper splice plate of frame X5295, and, depending on findings, to correct the records in the aircraft logbook and to update the maintenance program.

For the reason described above, this AD requires accomplishment of the inspection, and, depending on findings, corrective action(s).

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:

- (1) Within 110 flight hours (FH) after the effective date of this AD, inspect each upper splice plate of frame X5295 in accordance with the instructions of the ASB.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy, as identified in the ASB, is detected, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the ASB.
- (3) If, during the inspection as required by paragraph (1) of this AD, it is determined that the two upper splice plates of frame X5295 are made of different material, before next flight, contact AH for repair instructions and accomplish those instructions accordingly.

Additional Requirement(s):

- (4) If, during the inspection as required by paragraph (1) of this AD, it is determined that the two upper splice plates of frame X5295 of a helicopter are made of aluminium, before next flight:
 - (4.1) Determine whether EASA AD 2021-0075 is applicable for that helicopter; and
 - (4.2) Accomplish any action required by EASA AD 2021-0075, as applicable, for which the compliance is expired (see Note 1 of this AD).

Note 1: Following accomplishment of the actions as required by paragraph (4.2) of this AD, refer to EASA AD 2021-0075 for additional requirements.

Ref. Publications:

AH ASB EC225-53-00-0001 original issue (Issue 001) dated 08 July 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. The original issue of this AD was posted on 17 July 2026 as PAD 26-086 for consultation until 14 August 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.
Technical Request Management: <https://airbusworld.helicopters.airbus.com>
E-mail: TechnicalSupport.Helicopters@airbus.com.

