



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-197

Issued: 18 December 2025

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

AIRBUS HELICOPTERS

Type/Model designation(s):

EC 175 B helicopters

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.R.150

Foreign AD: Not applicable

Supersedure: None

ATA – Rotorcraft Flight Manual – Limitations and Normal Procedures Section – Amendment

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:

The updated RFM: EC 175 Rotorcraft Flight Manual (RFM) NGEN RN04, or EC 175 RFM edition 2 RN20, as applicable.

New procedures and limitations: This includes all procedures and limitations that are new or updated through the updated RFM (as defined in this AD) since the previous RFM update.

Reason:

An occurrence was reported of interference between the collective stick and the armrest during a flight.



This condition, if not corrected, could lead to a temporary loss of control of the vertical flight path, possibly resulting in reduced control of the helicopter.

To address this potential unsafe condition, AH has developed new procedures that introduce a pre-flight check to determine whether interference may occur with the selected pilot seat settings. If a conflict is identified, the procedures instruct the crew to keep the armrests in the raised position for the entire flight. These procedures have been incorporated into the revised RFM, as mandated by this AD.

For the reason described above, this AD requires amendment of the RFM by incorporating the RFM update.

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:

RFM Amendment:

- (1) Within 30 days after the effective date of this AD, implement the new procedures and limitations as described in the updated RFM, inform all flight crews, and thereafter, operate the helicopter accordingly.
- (2) Amending the RFM of a helicopter by incorporating the updated RFM or a later RFM revision which includes provisions introduced by the updated RFM, is an acceptable method to comply with the requirements of paragraph (1) of this AD for that helicopter.

Ref. Publications:

AH EC175 RFM NGEN RN04 dated 06 November 2025.

AH EC175 RFM edition 2 RN20 dated 02 December 2025.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 15 January 2026.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, 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 PAD 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.



4. For any question concerning the technical content of the requirements in this PAD, 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.

