



Airworthiness Directive

AD No.: 2026-0075

Issued: 10 April 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: 24 April 2026

TCDS Number(s): EASA.R.150

Foreign AD: Not applicable

Supersedure: None

ATA 53 – Fuselage – Scuppers of the Engine Drain System – Modification

Manufacturer(s):

Airbus Helicopters (AH)

Applicability:

EC 175 B helicopters having serial number 5002, 5034 to 5037 (inclusive) and 5039 and up, except those on which AH modification (mod) 99A04406 has been embodied in production.

Definitions:

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

Affected part(s): Left-hand (LH) scupper, having Part Number (P/N) M008A5340812 or P/N M534G8102806, and the right-hand (RH) scupper, having P/N M008A5340809 or P/N M534G8202806.

Serviceable part(s): Redesigned (fire-proof) LH scupper, having P/N M534A8A40813 or P/N M534A8A40808, and redesigned RH scupper, having P/N M534A8A40814 or P/N M534A8A40807, as applicable, depending on helicopter configuration; or any other fire-proof LH or RH scupper, eligible for installation in accordance with approved AH instructions, except any affected part, as defined in this AD.

The ASB: AH Alert Service Bulletin (ASB) EC175-53-48-0001 Issue 002.



Reason:

Following a design review, it was determined that the scuppers (funnels) of the engine drain systems, made of a light aluminium alloy, installed in the rear of LH and RH engine compartments of EC 175 helicopters, are not fire-proof. Testing revealed that, in case of an engine fire, these scuppers could ignite (melt) and be consumed in case of propagation of inflamed fluid on the upper engine deck, possibly resulting in propagation of the fire outside of the engine compartment, which would prevent its extinction.

This condition, if not corrected, could lead to an uncontained engine fire, possibly resulting in loss of the helicopter.

To address this potential unsafe condition, AH designed for certain helicopters (see Applicability) mod 99A04406, introducing replacement of the affected parts with redesigned (fire-proof) parts, made of stainless steel, and published the ASB, as defined in this AD, providing instructions for retrofit installation.

For the reasons described above, this AD requires replacement of each installed affected part with a redesigned (fire-proof) part.

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) Within 800 flight hours or 12 months, whichever occurs first after the effective date of this AD, modify the helicopter, by replacing each affected part with a serviceable part, as defined in this AD, in accordance with the instructions of the ASB.

Parts Installation:

- (2) After modification of a helicopter, as required by paragraph (1) of this AD, do not (re)install any affected parts on that helicopter.

Ref. Publications:

AH ASB EC175-53-48-0001 Issue 002 dated 31 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 19 January 2026 as PAD 26-008 for consultation until 16 February 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 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.

