



European Union Aviation Safety Agency

Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-010

Issued: 23 January 2026

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: This AD supersedes EASA AD 2024-0177 dated 13 September 2024, AD 2021-0215-E dated 21 September 2021, AD 2020-0269 dated 07 December 2020, AD 2020-0081 dated 01 April 2020 and AD 2018-0177 dated 21 August 2018.

ATA 05 – Time Limits / Maintenance Checks – Airworthiness Limitations Section – Amendment

Manufacturer(s):

Airbus Helicopters (AH)

Applicability:

EC 175 B helicopters, all serial numbers.

Definitions:

For the purpose of this AD, the following definition applies:

The ALS: AH EC 175 Airworthiness Limitations Section (ALS) Revision 027.

The AMP: The Aircraft Maintenance Programme (AMP) contains the tasks on the basis of which the scheduled maintenance is conducted to ensure the continuing airworthiness of each operated aircraft. For aircraft operated under EU regulations, the operator or the owner ensures compliance with the AMP as stipulated in Commission Regulation (EU) [1321/2014](#).



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New and/or more restrictive tasks and limitations: This includes all tasks and limitations that are new and all tasks and limitations for which a threshold or interval was reduced, which were introduced into the ALS, as defined in this AD, since the previous ALS revision that is currently incorporated in the AMP.

Reason:

The airworthiness limitations for the AH EC 175 B, which are approved by EASA, are currently defined and published in the AH EC 175 ALS document. These instructions have been identified as mandatory for continued airworthiness.

Failure to accomplish these instructions could result in an unsafe condition.

EASA previously issued AD 2024-0177 to require the actions described in AH EC 175 ALS (Normal) Revision 024. EASA also issued AD 2018-0177, requiring repetitive inspections of the magnetic plugs installed on the main gearbox, AD 2020-0081, requiring repetitive inspections of certain main rotor swashplate assemblies, AD 2020-0269, requiring repetitive inspections of the main rotor elastomeric damper rod ends, and AD 2021-0215-E, requiring repetitive inspections of the tail rotor pitch rods.

Since those ADs were issued, AH published the ALS, as defined in this AD, which contains new and/or more restrictive tasks and limitations, including the requirements mandated by EASA AD 2018-0177, AD 2020-0081, AD 2020-0269 and AD 2021-0215-E, and also increased penalty factors for certain components, when operated in very cold weather.

For the reason described above, this AD supersedes EASA AD 2024-0177, AD 2021-0215-E, AD 2020-0269, AD 2020-0081 and AD 2018-0177, and requires accomplishment of the actions and limitations specified in the ALS.

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:

Maintenance Tasks and Replacement of Life Limited Parts:

(1) From the effective date of this AD, accomplish the following actions, as specified in the ALS, as applicable, depending on helicopter configuration:

- (1.1) Replace each component before exceeding the applicable service life limit, and
- (1.2) Within the thresholds and intervals, accomplish all applicable maintenance tasks.

Corrective Action(s):

(2) In case of finding discrepancies during accomplishment of any task as required by paragraph (1) of this AD, within the compliance time specified in the ALS, accomplish the applicable corrective action(s) in accordance with the applicable AH maintenance documentation. If no compliance time is identified in the ALS, accomplish the applicable corrective action(s) before next flight. If a detected discrepancy cannot be corrected by using existing AH instructions, before next flight, contact AH for approved instructions and accomplish those instructions accordingly.



AMP Revision:

(3) Within 12 months after the effective date of this AD, revise the approved AMP by incorporating the limitations, tasks and associated thresholds and intervals described in the ALS, as applicable, depending on helicopter configuration.

Credit:

(4) If, before the effective date of this AD, the AMP has been revised to incorporate the tasks and limitations as specified in the previous ALS revision, that action ensures the continued accomplishment of those tasks and limitations.

Consequently, for a helicopter to which that AMP applies, it is acceptable to accomplish the new and/or more restrictive tasks and limitations as specified in the ALS, as applicable, depending on helicopter configuration, within the compliance times as specified in the ALS, to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the new and/or more restrictive tasks and limitations as specified in the ALS, as applicable, depending on helicopter configuration, into the AMP to comply with paragraph (3) of this AD.

Recording AD Compliance:

(5) When the AMP of a helicopter has been revised as required by paragraph (3) or (4) of this AD, as applicable, that action ensures continued accomplishment of the tasks and limitations as required by the paragraphs (1) and (2) of this AD for that helicopter. Consequently, after revising the AMP, as required by paragraph (3) or (4) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

Ref. Publications:

AH EC 175 ALS Revision 027 dated 21 October 2025.

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

Remarks:

1. This Proposed AD will be closed for consultation on 20 February 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 (4) 42 85 97 97, Fax: +33 (4) 42 85 99 66, Web portal: <https://airbusworld.helicopters.airbus.com> Technical Requests Management, or E-mail: TechnicalSupport.Helicopters@airbus.com



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