



Airworthiness Directive

AD No.: 2026-0057

Issued: 19 March 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: 02 April 2026

TCDS Number(s): EASA.R.150

Foreign AD: Not applicable

Supersedure: None

ATA 25 – Equipment / Furnishings – Personal Locator Beacons installed on Emergency Life-Rafts – Operational Check

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) EC175-25-68-0001.

Affected part(s): Personal locator beacons (PLB) having Part Number (P/N) U256M30T1001 (Manufacturer P/N 500-32-2Y-H) or P/N 704A45737082 (Manufacturer P/N 500-27YMOD2).

Groups: Group 1 helicopters are those which have an affected part installed. Group 2 helicopters are those which do not have an affected part installed.



Reason:

Occurrences were reported where, during maintenance of H160 and EC 175 B helicopters, discharged batteries of PLBs, fitted on an installed emergency life-raft system(s) (ELRS), were found, and where a PLB was found defective despite a functional battery.

These conditions, if not detected and corrected, could lead to failure of an affected part in case of emergency, possibly resulting in delayed arrival of rescue services and/or medical assistance for injured crew members or passengers after a ditching.

To address these potential unsafe conditions, AH published the ASB, as defined in this AD, providing instructions for accomplishment of an operational check (OPC) of each affected part and applicable corrective action(s).

For the reason described above, this AD requires a one-time OPC of each affected part and, depending on findings, corrective action(s).

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:

Operational Check:

- (1) For Group 1 helicopters: Within 440 flight hours or 6 months, whichever occurs first after the effective date of this AD, accomplish a one-time OPC of each affected part in accordance with the instructions of the ASB.

Corrective Action(s):

- (2) If, during the OPC as required by paragraph (1) of this AD, any discrepancy as described in the ASB is detected on an affected part, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the ASB.

Part(s) Installation:

- (3) For Group 1 and Group 2 helicopters: From the effective date of this AD, it is allowed to install an affected part, or an ELRS equipped with an affected part, on a helicopter, provided that the affected part passes (no discrepancy found) an OPC in accordance with the instructions of the ASB.

Ref. Publications:

AH ASB EC175-25-68-0001 original issue (Issue 001) dated 28 January 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 09 February 2026 as PAD 26-026 for consultation until 09 March 2026. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed ('zipped') file, attached to the record for this AD.
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) at:
Web portal: <https://airbusworld.helicopters.airbus.com> / Technical Requests Management, or
E-mail: TechnicalSupport.Helicopters@airbus.com, or Telephone: +33 (0)4 42 859 789.

