



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 26-026**

**Issued: 09 February 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:** 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 EC 175 B helicopters, discharged batteries of PLBs, fitted on installed emergency life-raft systems (ELRS), were found, or where PLBs were found to be 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 is 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. This Proposed AD will be closed for consultation on 09 March 2026.



2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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) at:  
Web portal: <https://airbusworld.helicopters.airbus.com> / Technical Requests Management, or  
E-mail: [TechnicalSupport.Helicopters@airbus.com](mailto:TechnicalSupport.Helicopters@airbus.com), or Telephone: +33 (0)4 42 859 789.

