



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 26-047

**Issued:** 10 April 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 55 – Stabilizers – Horizontal Stabilizer Fitting Screws – Replacement

**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) EC175-55-10-0002.

**Affected part(s):** The (2) M14 screws of the horizontal stabilizer (HS) fitting, having Manufacturer Part Number (MP/N) M551A1101501 or MP/N M551A1101213.

**Reason:**

During flight testing with instrumented M14 screws on the HS fitting, AH discovered that the expected pre-load on these screws was not met.



Further investigation revealed that these affected parts could fail during flight, due to decreased screw tension, caused by an increasing friction coefficient with the number of successive torquing of the affected parts during periodical maintenance.

This condition, if not corrected, could result in detachment and loss of the HS, possibly resulting in loss of control of the helicopter.

To address this potential unsafe condition, AH re-calculated the service life limit (SLL) of the affected parts and published the ASB, as defined in this AD, to provide instructions for a one-time replacement of these parts before reaching the newly calculated reduced SLL.

For the reason described above, this AD requires a one-time replacement of the affected parts before exceeding the re-calculated reduced SLL.

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:

#### **Replacement:**

- (1) Before an affected part has accumulated 5 000 flight hours (FH) since first installation on a helicopter, replace that affected part with a new (never installed before) affected part in accordance with the instructions of the ASB.

#### **Parts Installation:**

- (2) From the effective date of this AD, it is allowed to install (see Note 1 of this AD) an affected part on a helicopter, provided that the affected part is new (was never installed before on any helicopter).

Note 1: Removal of an affected part from a helicopter and subsequent reinstallation of that affected part at the same location of the same helicopter, accomplished during a single maintenance visit, is not considered as 'installation' as specified in paragraph (2) of this AD.

#### **Ref. Publications:**

AH ASB EC175-55-10-0002 original issue (Issue 001) dated 18 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. This Proposed AD will be closed for consultation on 08 May 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), Aéroport de Marseille Provence, 13725 Marignane Cedex, France, Telephone (+33 (0)4 42 859 797, Fax +33 (0)4 42 859 966; Web portal: <https://airbusworld.helicopters.airbus.com> / Technical Requests Management, or Telephone +33 (0)4 42 859 789, or E-mail: [support.technical-airframe.ah@airbus.com](mailto:support.technical-airframe.ah@airbus.com)

