# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 26-059**

**Issued: 05 May 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 - 07 days after AD issue date]
TCDS Number(s): EASA.R.150
Foreign AD: Not applicable
Supersedure: None

## ATA 53 – Fuselage – Screws and Nuts installed on Firewalls – Inspection

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**Manufacturer(s):**
Airbus Helicopters (AH)

**Applicability:**
EC 175-B helicopters, all serial numbers manufactured before 19 November 2025 (date of Statement of Conformity, EASA form 52 or equivalent).

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

**The ASB:** AH Alert Service Bulletin (ASB) EC175-53-00-0001.

**Reason:**
A production escape was identified on the final assembly line, where high-temperature sealant, which is expected to be used as interposition layer only, had been used as top-coating on many screws and nuts in various areas on the 'back sides' of the (two) engine firewalls (the sides of the firewalls which are external from the engine compartment), between the engines compartment and the electronic engine control units (EECU) compartment, on one side, and the main gearbox (MBG) compartment on the other side.

Such application of high-temperature sealant as ‘top-coating’ on screw heads or nuts on a firewall, may, if a large sealant surface is exposed to air and high temperatures (e.g. in case of an engine fire), result in ignition of this sealant, possibly leading to fires in the EECU and/or MGB compartments.

This condition, if not detected and corrected, could lead to overheating and damage of components in the MGB compartment, possibly resulting in a significant reduction of the safety margins, and/or loss of the correct functioning of the EECUs, due to exceedance of the maximum operating temperature, possibly resulting in the shutdown of the other engine and consequent complete loss of engine power.

To address this potential unsafe condition, AH published the ASB, as defined in this AD, to provide instructions for inspecting, in the EECU compartment and in the MGB compartment, the back side of the firewall between the respective compartments and the engines compartment, for incorrectly applied high-temperature sealant.

For the reason described above, this AD requires a one-time inspection for erroneous application of high-temperature sealant on the back sides of the (two) engine firewalls and, depending on findings, removal of that sealant.

## 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:

**Inspection(s)**:

(1) Within 150 flight hours (FH) or 24 months, whichever occurs first after the effective date of this AD, inspect in the EECU compartment the back side of the firewall between the engines compartment and the EECU compartment for incorrectly applied high-temperature sealant, in accordance with the instructions of the ASB.

(2) Within 800 FH or 24 months, whichever occurs first after the effective date of this AD, inspect in the MGB compartment the back side of the firewall between the engines compartment and the MGB compartment for incorrectly applied high-temperature sealant, in accordance with the instructions of the ASB.

**Corrective Action(s)**:

(3) If, during any inspection as required by paragraph (1) and (2) of this AD, any ‘not permitted quantity of high-temperature sealing’ is detected on any screw or nut, as specified in the ASB, before next flight, remove the not permitted quantity of sealant in accordance with the instructions of the ASB.

## Ref. Publications:

AH ASB EC175-53-00-0001 original issue (Issue 001) dated 12 March 2026, or Issue 002 dated 20 April 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 02 June 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 (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