

## Airworthiness Directive

**AD No.:** 2026-0110

**Issued:** 09 June 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 EFTA 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 M.L.A.301, as applicable, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable AD. 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 M.L.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:** 16 June 2026

**TCDS Number(s):** EASA.R.150

**Foreign AD:** Not applicable

**Supersedure:** None

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

**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 152 or equivalent).

**Definitions:**

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

The ASB, H Alert Service Bulletin (ASB) EC175-53-00-000.

**Reason:**

A product 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 (MGB) 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 to inspect, 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 the 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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 05 May 2026 as PAD 26-059 for consultation until 02 June 2026. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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), Aéroport de Marseille Provence, 13725 Marignane Cedex, France, Telephone (+33 (0)4 42 85 7797, 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)].

