



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-090

Issued: 24 July 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:

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 64 – Tail Rotor – Tail Rotor Blade – Service Life Limit Amendment / 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) EC175-64-11-0001.

Affected part(s): Tail rotor (TR) blades having (Manufacturer) Part Number (P/N) M641A1001104.

Serviceable part(s): Any TR blade, eligible for installation in accordance with AH instructions, that is not an affected part; or an affected part that has accumulated less than 9 000 flight hours (FH) since first installation.



Groups:

Group 1 helicopters are those which, on the effective date of this AD, have an affected part installed.

Group 2 helicopters are those which, on the effective date of this AD, do not have an affected part installed.

Reason:

New assessment of the flight loads, based on the analyses of recent flight test results, led to the need for amendment of the determined fatigue life of the affected parts. After completion of new stress analyses, Airbus Helicopters defined a reduced service life limit (SLL) of 9 000 (FH), instead of the initially certified 10 000 FH, for these TR blades.

Exceedance of this new SLL may lead to the rupture of one or more of the TR blades, which could possibly result in loss of control of the helicopter.

To address this potential unsafe condition, AH published the ASB, as defined in this AD, providing instructions to ensure the timely replacement of affected TR blades.

For the reason described above, this AD requires replacement of each affected part before reaching its newly defined SLL.

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) For Group 1 helicopters: Before an affected part accumulates 9 000 FH since first installation on a helicopter or within 50 FH after the effective date of this AD, whichever occurs later, replace that affected part with a serviceable part, as defined in this AD.

Parts Installation:

- (2) For Group 1 and Group 2 helicopters: From the effective date of this AD, it is allowed to install an affected part on a helicopter, provided that this part is replaced before it accumulates 9 000 FH since its first installation on a helicopter.

Ref. Publications:

ASB EC175-64-11-0001 original issue (Issue 001) dated 01 July 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 21 August 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 or +33 (0)4 42 859 789, or Fax +33 (0)4 42 85 99 66, or Web portal: <https://airbusworld.helicopters.airbus.com> / Technical Requests Management, E-mail: support.technical-airframe.ah@airbus.com.

