Emergency Airworthiness Directive

AD No.: 2026-0022-E

Issued: 29 January 2026

Note: This Emergency 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 European 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 ML.A.301, as applicable, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. 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 ML.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: 02 February 2026
TCDS Number(s): EASA.R.150
Foreign AD: Not applicable
Supersedure: None

ATA 53 – Fuselage – Intermediate Fuselage Frame 8 – Inspection

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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 EASB: AH Emergency Alert Service Bulletin (EASB) EASB EC175-05-00-0008.

Reason:
An occurrence was reported where, during a scheduled maintenance inspection, a crack was found in the right-hand (RH) top corner of frame 8 (FR8) of the intermediate fuselage of a helicopter, located between the tail boom and the cargo compartment. Further analysis showed that also other helicopters may be affected.

This condition, if not detected and corrected, could lead to loss of the structural integrity of the helicopter, possibly resulting in partial detachment of the tail boom, with consequent loss of control of the helicopter.

To address this potential unsafe condition, AH published the EASB, as defined in this AD, providing instructions for inspection of FR8 for any cracks and/or loose rivets.

For the reason described above, this AD requires repetitive inspections of FR8 and, depending on findings, accomplishment of applicable corrective action(s).

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:

Repetitive Inspection(s):

(1) Within the compliance time specified in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 200 flight hours (FH), accomplish a detailed inspection for cracks and/or loose rivets of the forward and aft areas of the RH top corner of FR8, as identified in the EASB, in accordance with the instructions of the EASB.

Table 1 – Compliance Time (see Note 1 of this AD)

FH accumulated on the effective date of this AD	**Compliance Time (for Initial Inspection)**
390 FH or less	Before exceeding 400 FH
More than 390 FH	Within 10 FH after the effective date of this AD

Note 1: Unless otherwise specified, the FH specified in Table 1 of this AD are those accumulated by a helicopter since first flight.

Corrective Action(s):

(2) If, during any inspection as required by paragraph (1) of this AD, any crack and/or loose rivet is detected on FR8, before next flight, contact AH for approved repair instructions and, within the compliance time specified herein, accomplish those instructions accordingly.

Terminating Action:

(3) None.

Ref. Publications:

AH EASB EC175-05-00-0008 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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.

3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: 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 42 859 797, Fax +33 (0)4 42 859 966; Web portal: https://airbusworld.helicopters.airbus.com / Technical Requests Management, Telephone +33 (0)4 42 859 789, or E-mail: support.technical-airframe.ah@airbus.com.