



Emergency Airworthiness Directive

AD No.: 2025-0277-E

Issued: 11 December 2025

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: 15 December 2025

TCDS Number(s): EASA.R.150

Foreign AD: Not applicable

Supersedure: None

ATA 53 – Fuselage – Tail boom skin – Inspection

Manufacturer(s):

Airbus Helicopters (AH)

Applicability:

AH 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 EC175-05-00-0007.

Reason:

Two occurrences were reported, where during an inspection cracks were found on the skin of the aft part of the tail boom of an EC 175 helicopter. Further analysis by AH showed that also other EC175 helicopters may be affected.

This condition, if not detected and corrected, could lead to loss of structural integrity of the tail boom, possibly resulting in loss of the aft part 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 the tail boom skin for any cracks.

For the reason described above, this AD requires repetitive inspections of the tail boom 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 10 flight hours (FH) after the effective date of this AD and, thereafter, at intervals not to exceed 10 FH, accomplish a visual inspection for cracks in the external skin of the left-hand and right-hand side of the aft part of the tail boom, as identified in the EASB, in accordance with the instructions of the EASB.

Corrective Action(s):

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

Terminating Action:

- (3) None.

Ref. Publications:

AH Emergency ASB EASB EC175-05-00-0007 original issue (Issue 001) dated 08 December 2025.

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 85 99 66; Web portal: <https://airbusworld.helicopters.airbus.com> / Technical Requests Management, Telephone +33 (0)4 42 85 97 89, or E-mail: support.technical-airframe.ah@airbus.com.

