Airworthiness Directive

AD No.: 2025-0076

Issued: 08 April 2025

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 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: 22 April 2025
TCDS Number(s): EASA.R.150
Foreign AD: Not applicable
Supersedure: None

ATA 26 – Fire Protection – Starter Generator Air Ducts – Modification

---

Manufacturer(s):
Airbus Helicopters (AH)

Applicability:
EC 175 B helicopters, all serial numbers, except those on which AH modification (mod) 99A06338 has been embodied.

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

The ASB: AH Alert Service Bulletin (ASB) EC175-24-38-0001.

Reason:
A review of the design of the left-hand (LH) and right-hand (RH) engine starter generator (SG) air ducts (ventilation systems) of the EC 175 helicopter revealed that several parts of these ducts are not fire-proof. Therefore, in case of an engine fire, the LH or RH air duct (ventilation system), as applicable, could be damaged, possibly resulting in an unintended airflow that in turn could prevent extinction of that engine fire.

This condition, if not corrected, could lead to a persistent fire in the affected engine bay, possibly resulting in loss of control of the helicopter.

To address this potential unsafe condition, AH designed mod 99A06338, introducing the replacement of certain parts of both air ducts (SG ventilation systems) and supporting hardware with fire-proof ones, and published the ASB, as defined in this AD, to provide instructions for this retrofit installation.

For the reason described above, this AD requires replacement of certain parts of the SG air ducts with fire-proof parts.

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:

Modification(s):

(1) Within 1 800 flight hours or 24 months, whichever occurs first after the effective date of this AD, modify the helicopter in accordance with the instructions of the ASB.

Ref. Publications:

AH ASB EC175-24-38-0001 original issue dated 04 March 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. This AD was posted on 10 March 2025 as PAD 25-040 for consultation until 07 April 2025. 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.

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.