Airworthiness Directive

AD No.: 2025-0141

Issued: 07 July 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: 14 July 2025

TCDS Number(s): EASA.R.150

Foreign AD: Not applicable

Supersedure: None

ATA – Rotorcraft Flight Manual – Limitations and Normal Procedures Section – Amendment

---

Manufacturer(s):

Airbus Helicopters (AH)

Applicability:

AH EC 175 B helicopters, all serial numbers having integrated avionics Helionix v11 or later embodied.

Definitions:

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

The RFM TR: Rotorcraft Flight Manual (RFM) NGEN Temporary Revision (TR) TR04A dated 14 May 2025.

Reason:

Following an occurrence of loss of a main rotor rotation speed (NR) sensor, it was discovered that the integrated avionics suite Helionix at version 11 (or subsequent) does not provide the correct NR information in case of a single NR failure. Instead of providing the NR from the remaining sensor, it provides the Free Turbine Rotation Speed (N2) information. This has a significant impact in case of main rotor and engine de-synchronisation. Pilots are informed of the loss of a NR sensor only after the flight, which means they will not be aware of any discrepancy during the flight.

This condition, if not detected and corrected, could lead to an undetected exceedance of limitations that could result in undetected damage to critical components of the rotor and the drive system, possibly resulting in a catastrophic failure of one of these components.

Pending an update to the avionics suite, AH published a TR to the RFM NGEN, which is applicable to all helicopters with Helionix v11 or subsequent. This TR provides instructions to:

- In flight: do not de-synchronise the rotor (NR) and the Free Turbine Rotation Speed (N2), and
- On ground: after engine shut-down, do not use the rotor brake unless the NR information provided is confirmed to be correct.

For the reason described above, this AD requires amendment of the RFM, by incorporating the RFM TR.

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:

RFM Amendment:

(1) Within 7 days after the effective date of this AD, implement the procedures and limitations as described in the RFM TR, inform all flight crews, and thereafter, operate the helicopter accordingly.

(2) Amending the RFM of a helicopter by incorporating the RFM TR or a later RFM revision, which includes the same content as the RFM TR, is an acceptable method to comply with the requirements of paragraph (1) of this AD for that helicopter.

Ref. Publications:

AH RFM NGEN TR04A dated 14 May 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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 04 August 2025. Only if any comment is received during the consultation period, a Comment Response Document will be published in the EASA Safety Publications Tool, in a compressed ('zipped') file, attached to the record for this AD.

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.