Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-114

Issued: 29 July 2025

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/cancellation 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(s):
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 53 – Fuselage – Cockpit floors – Inspection

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) EC175-53-16-0001.

Reason:
An occurrence of corrosion of the left-hand (LH) and right-hand (RH) cockpit floors was reported during maintenance on a helicopter. The investigation that followed revealed that the cockpit floors could no longer sustain the expected crash loads following galvanic corrosion between the stainless steel shim and aluminium floors. Corrosion might also affect the aluminium cockpit seat rails.

This condition, if not detected and corrected, could lead to reduced structural integrity of the cockpit floor, resulting in reduced chances of crew to survive in case of an accident.

To address this potential unsafe condition, AH issued the ASB providing instructions for inspection and, depending on findings, corrective action(s). The corrective actions include updated instructions for the re-installation of cockpit rails, which will also apply on any subsequent re-installation of these rails.

For the reason described above, this AD requires inspections of the cockpit floors, and in case of findings, repair and accomplishment of additional corrosion protection measure(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:

Inspection(s):

(1) Before a cockpit floor (LH or RH) exceeds 36 months since first installation on a helicopter, or within 3 months after the effective date of this AD, whichever occurs later after the effective date of this AD, inspect the LH and RH cockpit rails and floors in accordance with the instructions of the ASB.

Note 1: If the time accumulated by a cockpit floor is not known, the total life of the helicopter from its date of manufacturing (date of release of the EASA Form 52 or equivalent statement of conformity) can be used.

Corrective Action(s):

(2) If, during the inspection as required by paragraph (1) of this AD, discrepancies are detected, as defined in the ASB, before next flight, accomplish the corrective action(s) in accordance with the instructions of the ASB.

Parts Installation:

(3) From the effective date of this AD, it is allowed to (re)install cockpit seat rails, provided that, before installation, no corrosion is detected on that rail and, thereafter, it is installed in accordance with the instructions of chapter 4.7 of the ASB.

Ref. Publications:

ASB EC175-53-16-0001 initial issue (issue 0001) dated 21 July 2025.

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 26 August 2025.

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, 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.