



European Union Aviation Safety Agency

# Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-008

Issued: 19 January 2026

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 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 – Scuppers of the Engine Drain System – Modification

### Manufacturer(s):

Airbus Helicopters (AH)

### Applicability:

EC 175 B helicopters, all serial numbers, except those on which AH modification (mod) 99A04406 has been embodied in production.

### Definitions:

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

**Affected part(s):** Left-hand (LH) scupper, having Part Number (P/N) M008A5340812, P/N M008A5340806 or P/N M534G8102806, and the right-hand (RH) scupper, having P/N M008A5340809, P/N M008A5340803 or P/N M534G8202806.

**Serviceable part(s):** Redesigned (fire-proof) LH scupper, having P/N M534A8A40814 or P/N M534A8A40807, and redesigned RH scupper, having P/N M534A8A40813 or P/N M534A8A40808, as applicable, depending on helicopter configuration; or any other fire-proof LH or RH scupper, eligible for installation in accordance with approved AH instructions, except an affected part.



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## The ASB: AH Alert Service Bulletin (ASB) EC175-53-48-0001.

### Reason:

Following a design review, it was determined that the scuppers (funnels) of the engine drain systems, made of a light aluminium alloy, installed in the rear of LH and RH engine compartments of EC 175 helicopters, are not fire-proof. Testing revealed that, in case of an engine fire, these scuppers could ignite (melt) and be consumed in case of propagation of inflamed fluid on the upper engine deck, possibly resulting in propagation of the fire outside of the engine compartment, which would prevent its extinction.

This condition, if not corrected, could lead to an uncontained engine fire, possibly resulting in loss of the helicopter.

To address this potential unsafe condition, AH designed mod 99A04406, introducing replacement of the affected parts, as defined in this AD, with redesigned, fire-proof parts, made of stainless steel, and published the ASB, as defined in this AD, providing instructions for retrofit installation.

For the reasons described above, this AD requires replacement of each installed affected part with a redesigned (fire-proof) part.

### 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:

- (1) Within 800 flight hours or 12 months, whichever occurs first after the effective date of this AD, modify the helicopter, by replacing each affected part with a serviceable part, as defined in this AD, in accordance with the instructions of the ASB.

### Parts Installation:

- (2) After modification of a helicopter, as required by paragraph (1) of this AD, do not (re)install any affected parts on that helicopter.

### Ref. Publications:

AH ASB EC175-53-48-0001 original issue (Issue 001) dated 13 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. This Proposed AD will be closed for consultation on 16 February 2026.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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



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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](mailto:support.technical-airframe.ah@airbus.com).

