



Airworthiness Directive

AD No.: 2026-0013

Issued: 20 January 2026

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: 03 February 2026

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.

Definitions:

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

The updated RFM: EC 175 Rotorcraft Flight Manual (RFM) NGEN RN04, or EC 175 RFM edition 2 RN20, as applicable.

New procedures and limitations: This includes all procedures and limitations that are new or updated through the updated RFM (as defined in this AD) since the previous RFM update.

Reason:

An occurrence was reported of interference between the collective stick and the armrest during a flight.



This condition, if not corrected, could lead to a temporary loss of control of the vertical flight path, possibly resulting in reduced control of the helicopter.

To address this potential unsafe condition, AH has developed new procedures that introduce a pre-flight check to determine whether interference may occur with the selected pilot seat settings. If a conflict is identified, the procedures instruct the crew to keep the armrests in the raised position for the entire flight. These procedures have been incorporated into the revised RFM, as mandated by this AD.

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

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 30 days after the effective date of this AD, implement the new procedures and limitations as described in the updated RFM, inform all flight crews, and thereafter, operate the helicopter accordingly.
- (2) Amending the RFM of a helicopter by incorporating the updated RFM or a later RFM revision which includes provisions introduced by the updated RFM, is an acceptable method to comply with the requirements of paragraph (1) of this AD for that helicopter.

Ref. Publications:

AH EC175 RFM NGEN RN04 dated 06 November 2025.

AH EC175 RFM edition 2 RN20 dated 02 December 2025.

The use of later approved revisions of the above-mentioned documents 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 18 December 2025 as PAD 25-197 for consultation until 15 January 2026. 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.

