



Airworthiness Directive

AD No.: 2026-0021

Issued: 29 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):

AS 350 helicopters

Effective Date: 05 February 2026

TCDS Number(s): EASA.R.008

Foreign AD: Not applicable

Supersedure: None

ATA 53 – Fuselage – Mounts and Attachment – Checks / Replacement

Manufacturer(s):

Airbus Helicopters (AH), formerly Eurocopter, Eurocopter France, Aerospatiale

Applicability:

AS 350 B, AS 350 BA, AS 350 BB, AS 350 B1, AS 350 B2, AS 350 B3 and AS 350 D helicopters, all serial numbers, delivered before 01 January 2026 (date of EASA Form 52, or equivalent statement of conformity).

Definitions:

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

The ASB: AH Emergency Alert Service Bulletin (EASB) AS350-63-31-0001 Issue 002.

Affected part: Front and rear attachment fittings, screws, nuts and washers of the Main Gear Box (MGB) suspension bars, having a Part Number as defined in the ASB.

The Part Number is identified as "Reference" in the ASB, as applicable to the part.

Serviceable part: An affected part, as defined in this AD, which is new (never previously installed on any helicopter).



Inspection areas: Each area between

- the MGB deck and the X-bulkhead;
- the X-bulkhead and the bracket corner; and
- the bracket corner and the shim.

Groups: Group 1 helicopters are those having accumulated more than or equal to 29 000 flight hours (FH), since helicopter first flight, on the effective date of this AD. Group 2 helicopters are those which are not Group 1 helicopters.

Reason:

Occurrences of a gap between bolted assemblies under the attachment fittings of the MGB suspension bars have been reported at Airbus Helicopters facilities. After investigations, it was determined that this could impact the safe life limit of fittings and bolts.

This condition, if not detected and corrected, could lead to structural failure of the MGB attachment screws, with consequent detachment of MGB suspension bars, possibly resulting in loss of control of the helicopter.

To address this potential unsafe condition, AH issued the ASB, providing tightening torque check, sealing compound, measurement and replacement instructions.

For the reasons described above, this AD requires a tightening torque check, sealing compound check, measurements, replacement of the affected parts with serviceable parts, and reporting of the checks and measurements findings to AH.

This AD is considered an interim action, and further AD action may follow.

Required Action(s) and Compliance Time(s):

Required as indicated by this AD, unless the actions required by this AD have been already accomplished:

Torque Check:

- (1) For Group 1 helicopters: Within the compliance time as specified in Table 1 of this AD, as applicable, accomplish a torque check of the nuts of each MGB attachment fitting in accordance with the instructions of the ASB.

Note 1: For previously accomplished torque checks/replacements, also note paragraph (6) of this AD.

Sealing Compound Check:

- (2) For Group 2 helicopters: Within the compliance time as specified in Table 1 of this AD, as applicable, accomplish a sealing compound check of the inspection areas in accordance with the instructions of the ASB.



Table 1 - Compliance Time for Group 1 and Group 2 Helicopters

| Helicopter FH, since first flight, on the effective date of this AD | Compliance Time |
|---|--|
| Less than 23 500 FH | Before exceeding 24 250 FH but not before having accumulated 23 500 FH |
| 23 500 FH or more, and less than 26 000 FH | Within 750 FH after the effective date of this AD |
| 26 000 FH or more, and less than 29 000 FH | Within 275 FH after the effective date of this AD |
| 29 000 FH or more, and less than 32 000 FH | Within 150 FH after the effective date of this AD |
| 32 000 FH or more, and less than 35 950 FH | Within 50 FH after the effective date of this AD |
| 35 950 FH or more | Within 10 FH after the effective date of this AD |

Torque Check and Follow-up Requirements:

- (3) If, during the check as required by paragraph (2) of this AD, sealing compound is found in any inspection area, within the compliance time as specified in Table 1 of this AD, as applicable, accomplish a torque check of the nuts of each MGB attachment fitting in accordance with the instructions of the ASB.
- (4) If, during the check as required by paragraph (2) of this AD, no sealing compound is found in any inspection area, within the compliance time as specified in Table 1 of this AD, as applicable, accomplish the actions as required in paragraphs (4.1), (4.2), (4.3) and (4.4) of this AD, in accordance with the instructions of the ASB.
- (4.1) Accomplish a torque check of the nuts of each MGB attachment fitting.
- (4.2) Accomplish a measurement of the flatness of the MGB deck.
- (4.3) Accomplish a measurement of the plays of the assembly between the reinforcement plate and the shim.
- (4.4) Accomplish a measurement of the cumulative thickness of the assembly between the reinforcement plate and the shim.

Replacement:

- (5) Before next flight after having accomplished the actions as required by paragraph (1), (3) or (4) of this AD, as applicable, replace each affected part with a serviceable part in accordance with the instructions of the ASB.

Credit:

- (6) Torque checks and replacements on a helicopter, accomplished before the effective date of this AD in accordance with the instructions of the ASB at original issue, is acceptable to comply with the requirements of paragraphs (1) to (5) of this AD for that helicopter.



Reporting:

- (7) Within 30 days after any checks and/or measurements as required by paragraphs (1), (3) or (4) of this AD, as applicable, or after the effective date of this AD, whichever occurs later, report the inspection results to AH. The ASB provides instructions which constitute an acceptable method to comply with this requirement.

Part(s) Installation:

- (8) From the effective date of this AD, it is allowed to install on any helicopter an affected part, provided it is a serviceable part, as defined in this AD.

Ref. Publications:

AH EASB AS350-63-31-0001 original issue (Issue 001) dated 23 July 2025 or Issue 002 dated 22 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. 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 26 February 2026. 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 Customer Support, Telephone +33 (0)4.42.85.97.89, Fax + 33 (0)4.42.85.99.66, E-mail: Airframe.Technical-Support@airbus.com, Technical Request Management: TechnicalSupport.Helicopters@airbus.com.

