

Airworthiness Directive

AD No.: 2025-0263

Issued: 26 November 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):

AS 350 helicopters

Effective Date: 10 December 2025

TCDS Number(s): EASA.R.008

Foreign AD: Not applicable

Supersedure: None

ATA 29 – Hydraulic Power – Single Generation Hydraulic System Wiring Diode – Cutt-Off Test

Manufacturer(s):26

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

Applicability:

AS 350 B2 helicopters, serial numbers 1095, 1149, 1157, 1179, 1189, 1193, 1215, 1240, 1262, 1377, 1432, 1440, 1495, 1527, 1647, 1669, 1670, 1693, 1736, 1784, 1794, 1845, 1848, 1856, 1896, 1924, 1984, 2041, 2055, 2083, 2101, 2245, 2249, 2294, 2363, 2426, 2427, 2430, 2510, 2515, 2532, 2546, 2552, 2611, 2623, 2650, 2682, 2801, 2802, 2868, 2869, 2941, 2959, 2969, 9037, 9049 and 9056.

Definitions:

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

The ASB: AH Alert Service Bulletin (ASB) AS350-29-10-0001.

Reason:

During maintenance on a helicopter, magnetization was observed on the solenoid valves for the three main servo-controls, as well as for the regulator block and the tail servo-control. Further investigation determined that the diode 43D2 was not installed in the hydraulic circuit.

This condition, if not detected and corrected, could lead to loss of the efficiency of the yaw load compensator and of hydraulic assistance for the three main servo-controls and the tail servo-control, possibly resulting in reduced control of the helicopter.

To address this potential unsafe condition, AH issued the ASB, providing instructions for a cut-off test of the rear rotor actuator valve, and, depending on findings, for replacement or installation, as applicable, of the diode 43D2.

For the reason described above, this AD requires accomplishment of a cut-off test, and, depending on findings, of the applicable corrective action(s).

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:

Cutt-Off Test:

- (1) Within 165 flight hours or 13 months after the effective date of this AD, whichever occurs first, accomplish a cut-off test in accordance with the instructions of the ASB.

Corrective Action(s):

- (2) If, during the accomplishment of the cut-off test, as required by paragraph (1) of this AD, any discrepancy, as specified in the ASB, is detected, before next flight, replace or install, as applicable, diode 43D2 in accordance with the instructions of the ASB.

Ref. Publications:

AH ASB AS350-29-10-0001 original issue dated 19 November 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 24 December 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 (4) 42 85 97 97, Fax: +33 (4) 42 85 99 66, Web portal: <https://airbusworld.helicopters.airbus.com> Technical Requests Management, or E-mail: TechnicalSupport.Helicopters@airbus.com.

Corrected

