



Airworthiness Directive

AD No.: 2026-0129

Issued: 03 July 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 332 helicopters

Effective Date: 17 July 2026

TCDS Number(s): EASA.R.002

Foreign AD: Not applicable

Supersedure: None

ATA 63 – Main Rotor Drive – Main Gearbox Flexible Mounting Plate – Maintenance Task

Manufacturer(s):

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

Applicability:

AS 332 C, AS 332 C1, AS 332 L and AS 332 L1 helicopters, all serial numbers.

Definitions:

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

The ASB: AH Alert Service Bulletin (ASB) AS332-05-00-0006.

Affected part: Main gearbox flexible mounting plate Part Number (P/N) 332A38010600 or P/N 332A38010620 (manufacturer P/N 332A38-0106-00 or 332A38-0106-20).

Groups:

Group 1 helicopters are those that have an affected part installed, with an average of more than 4 torque cycles per flight hour (the average to be determined as specified in the applicable AS332 Airworthiness Limitation Section (ALS) Revision 012, Chapter 04-20-00, maintenance task 63/30/00/401/000/200), and performing external load transport with a load of 2.5 tons or less.



Group 2 helicopters are those that are not Group 1.

A helicopter may change Group depending on its type of operations and configuration.

Reason:

It has been determined that maintenance task 63/30/00/401/000/200, as published in the applicable AS 332 ALS, is erroneously applicable only to helicopters performing external load transport with a load heavier than 2.5 tons, while this task must be accomplished regardless of the load.

Not accomplishment of this task could lead to an insufficient tightening torque on the bolts attaching the flexible mounting plate to the upper deck.

This condition, if not detected and corrected, could result in a reduction of the flexible mounting plate service life and consequent structural damage to this component or to the helicopter.

To address this potential unsafe condition, pending the ALS amendment to correct the applicability of maintenance task 63/30/00/401/000/200, AH issued the ASB providing instructions to perform that maintenance task on the helicopters, which are not addressed by the applicable ALS.

For the reason described above, this AD requires accomplishment of the maintenance task on helicopters identified as Group 1 in this AD.

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:

Maintenance Task:

- (1) For Group 1 helicopters: Within 50 flight hours (FH) after the effective date of this AD, and, thereafter, at intervals not to exceed 50 FH, perform AS332 ALS Chapter 04-20-00 maintenance task 63/30/00/401/000/200 in accordance with the instructions of the ASB.

Terminating Action(s):

- (2) None.

Ref. Publications:

AH ASB AS332-05-00-0006 original issue dated 01 April 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 31 July 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 (Technical Support), Aéroport de Marseille Provence, 13725 Marignane Cedex.
Technical Request Management: <https://airbusworld.helicopters.airbus.com>
E-mail: TechnicalSupport.Helicopters@airbus.com

