European Union Aviation Safety Agency

COMMENT RESPONSE DOCUMENT

EASA AD No.: 2026-0202

Published on 26 October 2026 and officially closed for comments on 23 November 2026

Commenter 1: UK Aviation Services – Jason McMorrine – 27/10/2026

Comment # 1

Please could you give me some clarification, as I do not believe this AD is applicable to our AS355 Post Mod 0720098.

Yet Para (18) of the AD still requires a repeat inspection every 10 hrs iaw the ASB, the ASB is not applicable, please refer to 'Note 1', Aircraft is Post Mod.

Does the terminating action of the AD, Para (14) need updating from para (4) to (9) to include para (4) to (9) & (18) of the AD ??

EASA response:

Comment agreed. A terminating action paragraph (22) was added. A revision of the AD is published accordingly.

Commenter 2: Avincis –Pedro Jose Sanchez Rivas – 28/10/2026

Comment # 2

After receiving EASA AD 2026-0202 and comparing this AD with ASB 05.00.76, we have found some doubts that I am sure you can help us with.

Let's stablish some conditions:

- Our aircraft is a AS355N, POST MOD 0720098, 500FH ago.

IAW with ASB 05.00.76 Rev.6, Section 1.A.1, this SB is not applicable as:

- Aircraft is POST MOD 0720098, so upper fin assembly is P/N 355A14-0522-1751
- This P/N is not listed in the section 1.A.1. tables.
    - Taking into account these two conditions, we can assume this ASB Rev.6 does not apply to the supposed aircraft.

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IAW EASA AD, we are GROUP 1.

- As we are POST MOD 0720098, chapters from 1 to 17 are not concerned.
- However, paragraph 18, as we are Group 1, is applicable and requires to perform inspection of the area Y of the vertical fin every 10 FH. This is non coherent with the conditions required in ASB 05.00.76 R6.

Could you please confirm if, in fact, paragraph 18 is applicable to our aircraft or if Groups category are not categorized as desired and paragraph 18 is not applicable to our aircraft?

EASA response:

Please see the answer to comment #1.

Commenter 3: Helimech – Jelena Vasiljeva – 27/10/2026

Comment # 3

The more I review EASA AD 2026-0202, the more confusing certain requirements become. I would strongly recommend reviewing and potentially revising this AD, as some of the paragraphs appear to contain inconsistencies.

For example, paragraph (14) states that modification of an aircraft in accordance with paragraph (11) constitutes terminating action for the requirements of paragraphs (4) and (9). However, paragraph (11) is applicable to AS355 helicopters only, whereas paragraph (4) concerns AS350 helicopters. Therefore, there appears to be an error in the cross-referencing or applicability of these requirements as its not even for the same Group.

This is just one example of the inconsistencies identified, and I believe the AD would benefit from a thorough review to ensure that the applicability, requirements and terminating actions are clearly defined for each helicopter type.

Also new AD seems to keep the 660H repetitive requirement for AS350 type as per Para 5.

EASA response:

Please see the answer to comment #1.

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