

## Airworthiness Directive

**AD No.:** 2026-0089

**Issued:** 07 May 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 and EC 130 helicopters

**Effective Date:** 21 May 2026

**TCDS Number(s):** EASA.R.008

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2006-0337 dated 07 November 2006.

### ATA 80 – Starting - Starter Generator Limitation Label - Installation

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**Manufacturer(s):**

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

**Applicability:**

AS 350 B3 helicopters, all serial numbers equipped with a starter generator having part number (P/N) 200SGL130Q or P/N 200SGL130Q-4, except those helicopters in any of the following configuration:

- Equipped with a SAFRAN (formerly Turboméca) ARRIEL 2D engine;
- AH modification (mod) 073345 is embodied;
- AH mod 073354 is embodied.

EC 130 B4 helicopters, all serial numbers equipped with a starter generator having P/N 200SGL130Q or P/N 200SGL130Q-4, except those helicopters in any of the following configuration:

- AH mod 073345 is embodied;
- AH mod 073354 is embodied.

**Definitions:**

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

**The ASB:** AH Alert Service Bulletin (ASB) AS350-01.00.57 Revision (Rev.) 2 or ASB EC130-04A002 Rev. 2, as applicable.



**Groups:**

Group 1 helicopters are those on which a SKURKA (formerly APC) 200-ampere starter generator having P/N 200SGL130Q is installed.

Group 2 helicopters are those on which a SKURKA 200-ampere starter generator having P/N 200SGL130Q-4 is installed.

**The new limitation:** The maximum continuous current that can be drawn from the starter generator, must be limited to 180 Amperes (A), to prevent engine surge.

**Reason:**

Investigation determined that the power drawn by the engines from SKURKA 200-ampere starter generators is above the declared consumption capacity. Therefore, the maximum possible continuous intensity that can be drawn from the starter generator must be limited to 180 A.

This condition, if not corrected, could lead to engine surge, possibly resulting in an engine failure and possible reduced control of the helicopter.

To address this potential unsafe condition, AH published ASB AS350-01.00.57 and EC130-04A002, at original issue, providing instructions to implement the new limitation, as defined in this AD, and to install a placard indicating the maximum intensity that can be drawn from the starter generator, and consequently, EASA published AD 2006-0337 to require accomplishment of those actions.

Since that AD was issued, AH revised its ASBs and published the ASB, as defined in this AD, modifying its applicability, to add starter generators having P/N 200SGL130Q-4 and to exclude certain helicopters, either equipped with a SAFRAN ARRIEL 2D engine or with a certain modification embodied.

For the reason described above, this AD retains the requirements of EASA AD 2006-0337, which is superseded, but with expanded applicability.

**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:

**Placard Installation:**

- (1) For Group 1 helicopters: Within 110 flight hours (FH) or 12 months, whichever occurs first after 17 November 2006 [the effective date of EASA AD 2006-0337], install a placard, indicating the new limitation, on the instrument panel below the Vehicle Engine Multifunction Display (VEMD) in accordance with the instructions of the ASB.
- (2) For Group 2 helicopters: Within 110 FH or 12 months, whichever occurs first after the effective date of this AD, install a placard, indicating the limitation, on the instrument panel below the VEMD in accordance with the instructions of the ASB.



**Credit:**

- (3) For Group 1 helicopters: Installation of a placard, indicating the limitation, on the instrument panel of a helicopter, accomplished before the effective date of this AD in accordance with the instructions of the ASB at original issue or at Rev. 1, is acceptable for compliance with the requirement of paragraph (1) of this AD for that helicopter.

**Operational Limitation:**

- (4) For Group 1 helicopters: From 17 November 2006 [the effective date of EASA AD 2006-0337], implement the new limitation, as defined in this AD, inform all pilots about this new limitation and, thereafter, operate the helicopter accordingly.
- (5) For Group 2 helicopters: From the effective date of this AD, implement the new limitation, as defined in this AD, inform all pilots about this new limitation and, thereafter, operate the helicopter accordingly.
- (6) Amending the Rotorcraft Flight Manual (RFM) of a helicopter in accordance with the instructions of the ASB, and informing all pilots about this RFM amendment and, thereafter, operating the helicopter, accordingly, is an acceptable method to comply with the requirements of paragraphs (4) or (5), as applicable, for that helicopter.

**Ref. Publications:**

AH ASB EC130-04A002 original issue (Rev. 0) dated 10 August 2006, or Rev. 1 dated 14 September 2006, or Rev. 2 dated 15 April 2026.

AH ASB AS350-01.00.57 original issue (Rev. 0) dated 10 August 2006, or Rev. 1 dated 14 September 2006, or Rev. 2 dated 15 April 2026.

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. The original issue of this AD was posted on 20 April 2026 as PAD 26-052 for consultation until 04 May 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](mailto: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, Aéroport International Marseille - Provence, 13725 Marignane CEDEX, France, Telephone +33 (0)4 4285 9789, or Fax + 33 (0)4 4285 9966, or E-mail: [Airframe.Technical-Support@airbus.com](mailto:Airframe.Technical-Support@airbus.com), or Keycopter Technical Request Management: [TechnicalSupport.Helicopters@airbus.com](mailto:TechnicalSupport.Helicopters@airbus.com);  
Web portal: <https://airbusworld.helicopters.airbus.com>.

