



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-054

Issued: 23 April 2026

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

AIRBUS HELICOPTERS

Type/Model designation(s):

AS 350 and EC 130 helicopters

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.R.008

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2025-0137 dated 27 June 2025, including its Correction dated 29 October 2025.

ATA 04 – Time Limits / Maintenance Checks – Airworthiness Limitations Section – Amendment

Manufacturer(s):

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

Applicability:

AS 350 B2, AS 350 B3, EC 130 B4 and EC 130 T2 helicopters, all serial numbers.

Definitions:

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

The ALS: AH AS 350 B2 Aircraft Maintenance Manual (AMM) Chapter 04, Airworthiness Limitations Section (ALS) Revision 019, AS 350 B3 AMM Chapter 04, ALS Revision 019, EC 130 B4 AMM Chapter 04, ALS Revision 017 and EC 130 T2 AMM Chapter 04, ALS Revision 015, as applicable.

The ASB: AH Alert Service Bulletin (ASB) AS350-62-00-0001.

The AMP: The Aircraft Maintenance Programme (AMP) contains the tasks on the basis of which the



scheduled maintenance is conducted to ensure the continuing airworthiness of each operated aircraft. For aircraft operated under EU regulations, the operator or the owner ensures compliance with the AMP as stipulated in Commission Regulation (EU) [1321/2014](#).

New and/or more restrictive tasks and limitations: This includes all tasks and limitations that are new or for which a threshold or interval was reduced, which were introduced into the ALS, as defined in this AD, since the previous ALS revision that is currently incorporated in the AMP.

Reason:

The airworthiness limitations for AS 350 and EC 130 helicopters, which are approved by EASA, are currently defined and published in the various AH AS 350 and EC 130 AMM Chapter 04, ALS documents. These instructions have been identified as mandatory for continued airworthiness.

Failure to accomplish these instructions could result in an unsafe condition.

EASA previously issued AD 2025-0137, later corrected, requiring the actions described in AH AS 350 B2 AMM Chapter 04, ALS Revision 018, AS 350 B3 AMM Chapter 04, ALS Revision 018, EC 130 B4 AMM Chapter 04, ALS Revision 016 and EC 130 T2 AMM Chapter 04, ALS Revision 014. That AD also required determination of the compliance time for first replacement of certain parts installed on certain AS 350 B3 helicopters, in accordance with the instructions of the ASB, as (again) defined in this AD.

Since that AD was issued, AH published the ALS, which contains new and/or more restrictive tasks and limitations for AS 350 B2, AS 350 B3, EC 130 B4 and EC 130 T2 helicopters.

For the reason described above, this AD retains the requirements of EASA AD 2025-0137, which is superseded, and requires accomplishment of the actions specified in the ALS and in the ASB, as applicable.

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 Tasks and Replacement of Life Limited Parts:

- (1) From the effective date of this AD, accomplish the following actions, as specified in the ALS, as applicable to helicopter model and depending on helicopter configuration:
 - (1.1) Replace each component before exceeding the applicable life limit (see Note 1 of this AD), and
 - (1.2) Within the thresholds and intervals as defined in the ALS, accomplish all applicable maintenance tasks.

Note 1: The ASB provides additional information and instructions which must be used to determine the compliance time for the first replacement of certain parts installed on AS 350 B3 helicopters delivered before 19 May 2025.



Corrective Action(s):

- (2) In case of finding discrepancies (as defined in the ALS) during accomplishment of any task as required by paragraph (1) of this AD, within the compliance time specified in the ALS, accomplish the applicable corrective action(s) in accordance with the applicable AH maintenance documentation. If no compliance time is identified in the ALS, accomplish the applicable corrective action(s) before next flight. If a detected discrepancy is not identified in the ALS, before next flight, contact AH for approved instructions and accomplish those instructions accordingly.

AMP Revision:

- (3) Within 12 months after the effective date of this AD, revise the approved AMP by incorporating the limitations, tasks and associated thresholds and intervals described in the ALS, as applicable to helicopter model and depending on helicopter configuration.

Credit:

- (4) If, before the effective date of this AD, the AMP has been revised to incorporate the maintenance tasks and life limitations as specified in a previous revision of the ALS or the ASB, as applicable to helicopter model and depending on helicopter configuration (see Note 1 to this AD), that action ensures the continued accomplishment of those tasks and limitations.

Consequently, for a helicopter to which that AMP applies, it is acceptable to accomplish the new and/or more restrictive tasks and limitations as specified in the ALS, as applicable to helicopter model and depending on helicopter configuration, within the compliance times as specified in the ALS or the ASB (see Note 1 of this AD), as applicable, to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the new and/or more restrictive tasks and limitations as specified in the ALS or the ASB (see Note 1 of this AD), as applicable to helicopter model and depending on helicopter configuration, into the AMP to comply with paragraph (3) of this AD.

Recording AD Compliance:

- (5) When the AMP of a helicopter has been revised as required by paragraph (3) or (4) of this AD, as applicable, that action ensures continued accomplishment of the tasks and limitations as required by the paragraphs (1) and (2) of this AD for that helicopter. Consequently, after revising the AMP, as required by paragraph (3) or (4) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.



Ref. Publications:

AH AS 350 B2 AMM Chapter 04, ALS Revision 019 dated 19 December 2025.

AH AS 350 B3 AMM Chapter 04, ALS Revision 019 dated 19 December 2025.

AH EC 130 B4 AMM Chapter 04, ALS Revision 017 dated 19 December 2025.

AH EC 130 T2 AMM Chapter 04, ALS Revision 015 dated 19 December 2025.

AH ASB AS350-62-00-0001 original issue dated 19 May 2025.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 21 May 2026.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, 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 PAD 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.
4. For any question concerning the technical content of the requirements in this PAD, 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, Keycopter Technical Request Management: TechnicalSupport.Helicopters@airbus.com.

