

## COMMENT RESPONSE DOCUMENT

EASA PAD No.: 26-066

Published on 13 May 2026 and officially closed for comments on 27 May 2026

**Commenter 1: Selkirk Mountain Helicopters Ltd. – Chris Shauer – 18/05/2026**

### Comment # 1

I would like to share my experience regarding Proposed AD 26-066. I am the Director of Maintenance with Selkirk Mountain Helicopters in Revelstoke BC, Canada and I have been helping maintain a fleet of five AS350 helicopters for the last 15+ years. Our maintenance department has never seen a single issue with an inner Tail Rotor Driveshaft Bearing sleeve. We heli-ski in the winter months and easily put over 4000 Torque Cycles on a helicopter in one winter season. I would argue these winter TC's don't expose the bearings sleeves to the high heat hovering situations described in the ASB, but unfortunately the TC's are counted the same and we will be required to inspect the bearings every 50hrs.

I believe that inspecting the bearings sleeves every 50HRs instead of the current interval of 150HRs is excessive. It will be difficult when our aircraft are spread all over Western Canada firefighting in the summer months without dedicated maintenance staff at all times. I understand it may be possible to have a trained pilot perform the inspections but I feel the human factor risk of a Tail Rotor driveshaft cowling not being re-installed properly by someone who doesn't do it often, is higher then the unlikely event of an inner sleeve degrading and rotating on the shaft.

### EASA response:

***Comment acknowledged. We understand the burden, but it is impossible to customise the required action for each operator. The issue is connected to an unsafe condition, and through the required action the fleet is protected. When a new sleeve becomes available, it will be mandated and this should terminate the need to accomplish the repetitive inspections.***

***No changes have been made in the AD.***

**Commenter 2: Marco Antonio Guevara Hernandez – 29/05/2026****Comment # 2**

En su PAD 26-066 mencionan que este PAD es aplicable al boletín AS350-05-00-0004, el cual hace mención que...

NOTE: If one of the sleeve has to be replaced, the maintenance interval reverts to 150 FH only if you replace the five sleeves (until the helicopter reaches again 4000 TC).

Estas piezas están controladas por la carta de mantenimiento número AMM 65-11-00,6-13 y AMM 65-11-00, 6-3, tanto en la inspección Tipo S como por ALS 04-20-00 y esta última es por cada 100 horas (aunque en ALS marca un número de parte diferente) (así como 750 FH DI).

Ahora la pregunta es:

A partir de este boletín (AS350-05-00-0004) las “sleeve” que no se han cambiado su inspección será cada 50 FH por aplicación de este boletín?

Por que no estandarizar, tanto en inspección S como en ALS, la inspección a 150 FH o 150 FH / 12 MO ya que están controladas por la misma carta de mantenimiento, o en su defecto hacer mención en el boletín AS350-05-00-0004 que de ser cambiadas todas las piezas concernientes regresar a su inspección como lo marca el manual de mantenimiento en inspección tipo S y ALS.

Espero poder haberme expresado correctamente y agradezco su tiempo.

**EASA response:**

**Comment acknowledged.**

***The actions required by this AD are there to temporarily protect the fleet. The terminating action will not be the insertion of the inspection in the ALS. Indeed, as mentioned in EASA answer to comment #1, a new (redesigned) sleeve is expected to terminate the inspection.***

***No changes have been made in the Final AD to address this comment.***

