



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 26-066

**Issued:** 13 May 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:** None

## ATA 65 – Tail Rotor Drive - Shaft Sleeves – Inspection

### Manufacturer(s):

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

### Applicability:

AS 350 B2 and AS 350 B3 helicopters, all serial numbers (s/n);

EC 130 B4 helicopters, all s/n; and

EC 130 T2 helicopters, all s/n, except those on which AH modification (mod) 079809 has been incorporated.

### Definitions:

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

**The ASB:** AH Alert Service Bulletin (ASB) AS350-05-00-0004 or ASB EC130-05-00-0002, as applicable.

**Affected part(s):** Tail rotor drive shaft (TRDS) sleeves, having Part Number (P/N) 704A33698045, Manufacturer P/N (MP/N) 529843.



**The critical affected part:** That affected part installed on a helicopter, that accumulated the highest number of Torque Cycles (TC) since first installation on a helicopter.

#### Reason:

Occurrences were reported of damaged TRDS sleeves, found during scheduled inspections, which, in several cases, had resulted in excessive wear on the TRDS.

During following investigations, it was identified that due to the high temperature in the elastomeric sleeves areas, the hardness of the sleeve material increases, which may result in unacceptable wear of the TRDS.

This condition, if not detected and corrected, could lead to failure of the TRDS, possibly resulting in loss of yaw control of the helicopter.

To address this potential unsafe condition, it was determined that the repetitive inspections of affected parts which have accumulated a certain number of TC are required at a shorter interval than actually recommended in Chapter 5 of the aircraft maintenance manual (AMM).

Consequently, AH published the ASB, as defined in this AD, to introduce this reduced interval for the respective inspections of the affected parts.

For the reason described above, this AD requires repetitive inspections of all affected parts from a defined threshold on, and, depending on findings, accomplishment of applicable corrective action(s).

#### 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:

#### Inspection(s):

- (1) Before the critical affected part, as defined in this AD, of a helicopter exceeds 4 000 TC, or within 55 flight hours after the effective date of this AD, whichever occurs later, and, thereafter, at intervals not to exceed 55 FH, inspect all affected parts of that helicopter in accordance with the instructions of the ASB (see the Note 1 of this AD).

Note 1: The inspection required by paragraph (1) of this AD may be accomplished by a suitably authorised flight crew member, under the provisions of [Commission Regulation \(EU\) No 1321/2014](#), Annex I paragraph M.A.606(h)1, Annex II paragraph 145.A.30(j)3, and/or Annex Vd paragraph CAO.A.040(c)(1), as applicable; or by a pilot-owner, under the provisions of Annex I paragraph M.A.803 or Annex Vb paragraph ML.A.803, as applicable, of the same regulation.

- (2) For a helicopter on which, after the effective date of this AD, one or more affected part(s) is (are) replaced, the next repetitive inspection, as required by paragraph (1) of this AD, may be postponed until the critical affected part, as identified after such replacement(s), has accumulated 4 000 TC.



**Corrective Action(s):**

- (3) If, during any inspection as required by paragraph (1) of this AD, any discrepancy is found, as specified in the ASB, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the ASB.

**Acceptable Method of Compliance / Credit:**

- (4) For AS 350 helicopters: Inspection(s) and, as applicable, corrective action(s), accomplished on a helicopter in accordance with the instructions of AMM task 65-11-00,6-13 date code 2024.05.22 or later, constitute an acceptable method to comply with the requirements of paragraphs (1) and (3), as applicable, for that helicopter.
- (5) For EC 130 helicopters: Inspection(s) and, as applicable, corrective action(s), accomplished on a helicopter in accordance with the instructions of AMM task 65-11-00,6-12 date code 2024.01.19 or later, constitute an acceptable method to comply with the requirements of paragraphs (1) and (3), as applicable, for that helicopter.

**Terminating action:**

- (6) None.

**Ref. Publications:**

AH ASB AS350-05-00-0004 original issue (Issue 001) dated 04 May 2026.

AH ASB EC130-05-00-0002 original issue (Issue 001) dated 04 May 2026.

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 27 May 2026.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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(Technical Support?) – Aéroport International Marseille - Provence, 13725 Marignane CEDEX, France, Telephone +33 (0)4 4285 9797(?), or Fax +33 (0)4 4285 9966, or Web portal: <https://airbusworld.helicopters.airbus.com>, or E-mail: [TechnicalSupport.Helicopters@airbus.com](mailto:TechnicalSupport.Helicopters@airbus.com), Keycopter Technical Request Management.

