



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 26-074

**Issued:** 19 June 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 332 helicopters

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

**TCDS Number(s):** EASA.R.002

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 24 – Electrical Power – Direct Current Electrical Master Box – Inspection

#### Manufacturer(s):

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

#### Applicability:

AS 332 C, AS 332 C1, AS 332 L and AS 332 L1 helicopters, all serial numbers.

#### Definitions:

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

**The ASB:** AH Alert Service Bulletin (ASB) AS332-24-30-0001.

**The VSB:** SAFRAN ELECTRICAL & POWER Vendor Service Bulletin (VSB) GC11050-24-001.

**Affected PCB:** Printed Circuit Board (PCB) having Part Number (P/N) GC11050, and a serial number (s/n) up to 400 (included), except those which have been marked "SB1" close to the s/n.

**Affected part:** Direct current (DC) electrical master box identified as "Components affected" and listed by P/N and Manufacturer P/N in section "Applicability" of the ASB, if equipped with an affected PCB.



**Groups:** Group 1 helicopters are those that have an affected part installed. Group 2 helicopters are those that do not have an affected part installed.

**Reason:**

An occurrence of an electrical short-circuit in the DC electrical master box was reported, having a cascading impact on the DC power supply system operation and causing a DC power loss. Further investigation determined that the root cause was a detachment of a screw that attaches a heat sink to one of the printed circuit boards inside the DC electrical master box, which fell onto the DC protection board located below, leading to the short-circuit.

This condition, if not detected and corrected, could result in impacting the DC power supply system and then operation of some DC power supplied essential systems leading to loss of the control of the helicopter.

To address this potential unsafe condition, AH issued the ASB, referring to the VSB, which provides instructions to inspect the printed circuit boards of the electrical master box, and, depending on findings, for the replacement of attaching parts installed on these boards.

For the reason described above, this AD requires accomplishment of the inspection, and, depending on findings, 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:**

- (1) For Group 1 helicopters: Within 550 flight hours (FH) or 26 months, whichever occurs first after the effective date of this AD, inspect the affected part in accordance with the instructions of the ASB.

**Corrective Action(s):**

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

**Part(s) Installation:**

- (3) For Group 1 and Group 2 helicopters: From the effective date of this AD, it is allowed to (re)install an affected part on a helicopter, provided that before installation it is inspected and corrected, as applicable, in accordance with the requirements of this AD.

**Ref. Publications:**

AH ASB AS332-24-30-0001 original issue (Issue 001) dated 08 June 2026.

SAFRAN ELECTRICAL & POWER VSB GC11050-24-001 original issue dated 17 March 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 17 July 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 de Marseille Provence, 13725 Marignane Cedex.  
Technical Request Management: <https://airbusworld.helicopters.airbus.com>  
E-mail: [TechnicalSupport.Helicopters@airbus.com](mailto:TechnicalSupport.Helicopters@airbus.com)

