Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-051

Issued: 17 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, AS 355 and EC 130 helicopters

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

TCDS Number(s): EASA.R.008 and EASA.R.146

Foreign AD: Not applicable

Supersedure: None.

ATA 67 – Rotors Flight Control – Upper Ball Bearing End of the Main Rotor Servo-Controls – Inspection

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Manufacturer(s):
Airbus Helicopters (AH), formerly Eurocopter, Eurocopter France, Aerospatiale

Applicability:
AS 350 B3 helicopters, all serial numbers (s/n);

AS 355 F, AS 355 F1, AS 355 F2, AS 355 N and AS 355 NP helicopters, all s/n; and

EC 130 B4 and EC 130 T2 helicopters, all s/n.

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

The ASB: AH Alert Service Bulletin (ASB) AS350-67-30-0002, AS355-67-30-0001 or EC130-67-30-0001, as applicable, depending on helicopter type and model.

Affected parts: The upper ball bearing ends of the forward, the left and the right main rotor (MR) servo-controls, equipped with nut retainer (lock-washer) having Manufacture Part Number (MP/N) 360A27-2121-20 or MP/N 365A27-8193-20.

Reason:

An occurrence was reported of found loss of the tightening torque between the upper ball bearing end and the MR servo-control of one of the MR servo-controls. Further investigations determined that the presence of paint / protection on the nut retainer (lock-washer) is the root cause for this loss of tightening torque, and that this deficiency may occur on any of the three (the forward, the left and/or the right), MR servo-controls installed on a helicopter.

This condition, if not detected and corrected, could lead to disconnection of the upper ball bearing end from any MR servo-control, possibly resulting in loss of control of the helicopter.

To address this potential unsafe condition, pending certification of a design change of the nut retainer (to remove the paint / protection hereon), AH issued the ASB, as defined in this AD, to provide instructions for accomplishment of a check of the nut tightening torque of all affected parts, as defined in this AD.

For the reason described above, this AD requires accomplishment of a one-time inspection (check) of the connection between the upper ball bearing end and the MR servo-control of all the three MR servo-controls, and also accomplishment of this check after each (re-)installation of a MR servo-control, and, depending on findings, accomplishment of applicable corrective actions. This AD also requires reporting of each inspection result.

This AD is considered to be an interim action and further AD action may follow.

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:

Inspections:

(1) Before exceeding 165 flight hours (FH) or within 6 months, whichever occurs first after the effective date of this AD, accomplish an inspection (check) of the nut tightening torque of all (3) affected parts in accordance with the instructions of the ASB.

(2) From the effective date of this AD, following each (re-)installation on a helicopter of a MR servo-control having an affected part installed on it, before exceeding 10 FH, but not before accumulating 2 FH, after that (re-)installation, accomplish an inspection (check) of the nut tightening torque of the affected part installed on that MR servo-control in accordance with the instructions of the ASB.

Corrective Actions:

(3) If, during any inspection as required by paragraph (1) or (2) of this AD, an unacceptable value of the nut tightening torque of an affected part is found, as specified in the ASB, accomplish the following actions:

(3.1) Before next flight, accomplish on the affected MR servo-control the applicable corrective actions, depending on the found torque value, in accordance with the instructions of the ASB (see Note 1 of this AD); and

(3.2) Before exceeding 10 FH, but not before accumulating 2 FH, after accomplishment of the corrective actions as required by paragraph (3.1) of this AD, inspect the nut tightening torque of the upper ball bearing end of that affected MR servo-control in accordance with the instructions of the ASB.

Note 1: If, as part of the corrective actions as required by paragraph (3.1) or (4.1) of this AD, as applicable, the affected MR servo-control is replaced with a MR servo-control having an affected part installed on it, refer to paragraph (2) of this AD for subsequent torque checks on the newly installed MR servo-control.

(4) If, during the inspection as required by paragraph (3.2) of this AD, an unacceptable value of the nut tightening torque of the upper ball bearing end of the affected MR servo-control is found, as specified in the ASB, accomplish the following actions:

(4.1) Before next flight, accomplish on that MR servo-control the applicable corrective actions, depending on the found torque value, in accordance with the instructions of the ASB (see Note 1 of this AD); and

(4.2) Before exceeding 10 FH, but not before accumulating 2 FH, after accomplishment of the corrective actions as required by paragraph (4.1) of this AD, inspect the nut tightening torque of the upper ball bearing end of that affected MR servo-control in accordance with the instructions of the ASB.

(5) If, during the inspection as required by paragraph (4.2) of this AD, an unacceptable value of the nut tightening torque of the upper ball bearing end of the affected MR servo-control is found, as specified in the ASB, before next flight, contact AH for approved instructions and, within the compliance time specified therein, accomplish those instructions accordingly.

Reporting:

(6) Within 30 days after each accomplished inspection as required by the paragraphs (1) of this AD or after the effective date of this AD, whichever occurs later, report the inspection results (including no findings) to AH. The ASB provides instructions for reporting, which constitute an acceptable method to comply with this requirement.

Ref. Publications:

Airbus Helicopters ASB AS350-67-30-0002 original issue (issue 001) dated 01 April 2026.

Airbus Helicopters ASB AS355-67-30-0001 original issue (Issue 001) dated 01 April 2026.

Airbus Helicopters ASB EC130-67-30-0001 original issue (Issue 001) dated 01 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. This Proposed AD will be closed for consultation on 15 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 (Technical Support) – Aéroport International Marseille - Provence, 13725 Marignane CEDEX, France, Telephone: +33 (4) 42 85 97 97, Fax: +33 (4) 42 85 99 66, Web portal: https://airbusworld.helicopters.airbus.com Technical Requests Management, or E-mail: TechnicalSupport.Helicopters@airbus.com