European Union Aviation Safety Agency

# Airworthiness Directive

**AD No.: 2026-0146**

**Issued: 24 July 2026**

Note: This Airworthiness Directive (AD) 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.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

## Design Approval Holder's Name:

AIRBUS HELICOPTERS

## Type/Model designation(s):

AS 350, AS 355 and EC 130 helicopters

Effective Date: 07 August 2026

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

Foreign AD: Not applicable

Supersedure: None

## ATA 25 – Equipment / Furnishings – Mechanical Dropping Control – 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);

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

EC 130 B4 helicopters, all s/n.

### Definitions:

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

**The ASB:** AH Alert Service Bulletin (ASB) AS350-05-00-0005, AS355-05-00-0006 or EC130-05-00-0003, as applicable depending on helicopter type and model.

**Affected part(s)**: Dropping control, having Part Number (P/N) 704A41811037 (manufacturer P/N 26802400).



TE.CAP.00110-012 © European Union Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

**Serviceable part**: An affected part which is new (never installed before) or which, before installation on the helicopter, passed (no defects found) a 'visual inspection of the dropping control' as defined in, and in accordance with the instructions of, the ASB, as defined in this AD.

**Sling cycles**: Sling cycles as defined in the respective master servicing manuals (MSM) for AH AS 350, AS 355 and EC 130 helicopters.

**Groups:**
Groups 1 helicopter are those which have installed an ONBOARD system 3500LB, having P/N 704A41811035, manufacturer reference 528-023-51.
Group 2 helicopters are those which are not Group 1.

## Reason:

An occurrence was reported of loss of a Bambi bucket during water pick-up. Immediately after loading water, a release of the load on the cargo hook occurred without manual release initiation by the pilot. Further investigation revealed that the release mechanism could not be properly adjusted due to the poor condition of the release activation cable, which appeared to be twisted and, therefore, no longer met the tolerances for the cable length.

This condition, if not detected and corrected, could lead to unintended loss of the load on the cargo hook, possibly resulting in injury of persons on the ground.

To address this potential unsafe condition, AH published the ASB, as defined in this AD, to provide instructions to inspect the load dropping control system of the cargo swing installation, and for accomplishment of repetitive inspections to ensure the required free play of the manual release lever and the correct functioning of the dropping control of the mechanical emergency release system of the cargo swing installation.

For the reasons described above, this AD requires accomplishment of a one-time general visual inspection of the dropping control system of the cargo swing installation and, thereafter, to accomplish repetitive 'checks for free play' of the release lever and, depending on findings, applicable corrective action(s).

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:

**Inspection(s)**:

(1) For Group 1 helicopters: Before exceeding 50 sling cycles or within 30 days, whichever occurs first after the effective date of this AD, accomplish concurrently a 'visual check of the dropping control without removal' and a (one-time) 'check for free play' of the manual release lever, as defined in, and in accordance with the instructions of, the ASB.

(2) For Group 1 helicopters: After accomplishment of the inspections as required by paragraph (1) of this AD, it is allowed to accomplish with a helicopter a mission involving the use of the cargo


TE.CAP.00110-012 © European Union Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

swing, provided that, within 24 hours before that mission, a 'check for free play' of the manual release lever, as defined in, and in accordance with the instructions of, the ASB has been accomplished on that helicopter (see Note 1 to this AD).

Note 1: The 'check for free play' required by paragraph (2) of this AD may be accomplished by a suitably authorised pilot, 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 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

**Corrective Action(s)**:

(3) If, during the inspections as required by paragraph (1) of this AD, or during any 'check for free play' as required by paragraph (2) of this AD, any discrepancy as specified in the ASB is found, before next flight, accomplish a 'visual inspection of the dropping control', as defined in, and in accordance with the instructions of, the ASB.

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

**Terminating Action**:

(5) None

**Parts Installation**:

(6) For Group 1 and Group 2 helicopters: From the effective date of this AD, it is allowed to install on any helicopter an affected part, provided it is a serviceable part, as defined in this AD, and it is thereafter inspected repetitively in accordance with the requirements of paragraph (2) of this this AD.

## Ref. Publications:

AH ASB AS350-05-00-0005 original issue (Issue 001) dated 17 June 2026, or Issue 002 dated 20 July 2026.

AH ASB AS355-05-00-0006 original issue (Issue 001) dated 17 June 2026, or Issue 002 dated 20 July 2026.

AH ASB EC130-05-00-0003 original issue (Issue 001) dated 17 June 2026, or Issue 002 dated 20 July 2026.

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

## Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.



TE.CAP.00110-012 © European Union Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 21 August 2026. Only if any comment is received during the consultation period, a Comment Response Document will be published in the EASA Safety Publications Tool, in a compressed ('zipped') file, attached to the record for this AD.

3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, 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 AD 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.

5. For any question concerning the technical content of the requirements in this AD, 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.



TE.CAP.00110-012 © European Union Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.