Airworthiness Directive

AD No.: 2026-0015R1

Issued: 30 October 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 332 and EC 225 helicopters

Effective Date: Revision 1: 06 November 2026
Original issue: 26 January 2026

TCDS Number(s): EASA.R.002

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2026-0015-E dated 22 January 2026.

ATA 55 – Stabilizers – Horizontal Stabilizer – Inspections

Manufacturer(s):
Airbus Helicopters (AH)

Applicability:
AS 332 C, AS 332 C1, AS 332 L, AS 332 L1, AS 332 L2 and EC 225 LP helicopters, all serial numbers.

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

The EASB: AH Emergency Alert Service Bulletin (EASB) AS332-05-00-0004 or EASB EC225-05-00-0004, as applicable.

Affected part: Metallic horizontal stabilizer having Part Number (P/N) 332A1310XXXX (manufacturer P/N 332A13-10XX-XX) for AS 332 helicopters, where "XXXX" or "XX-XX" represents any numerical sequence; and metallic horizontal stabilizers, any P/N for EC 225 helicopters.

Remanufactured parts: Affected parts that are not new, on which the flange of the rib No. 5 has been replaced by AH, and which accumulated no flight hours after that component was replaced.

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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 was reported of loss of the horizontal stabilizer on a 725 AP helicopter (a military version of EC -225 LP helicopter) during flight.

This condition, if not detected and corrected, could lead to loss of control of the helicopter.

Due to similarity of design, EC 225 LP and AS 332 helicopters might be also affected.

To address this potential unsafe condition, AH published the EASB, providing instructions for an initial inspection of the affected part, including checking the tightening torque of the nut that holds the tube assembly and the horizontal stabilizer, measurements of the diameter of horizontal stabilizer internal bracket and the end of the tube assembly, and repetitive inspections of the affected part. Consequently, EASA published AD 2026-0015-E requiring initial and repetitive inspections of the affected part, and, depending on findings, accomplishment of applicable corrective action(s).

After that AD was issued, a category of remanufactured parts was introduced by AH, in supplement to the new parts, for which no inspection is required concurrently with their installation on a helicopter. Additionally, AH modified the instructions for the initial and repetitive inspections of the affected part.

For the reasons described above, this AD is revised accordingly.

This AD is still 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) For Group 1 helicopters: Within 20 flight hours (FH) or 30 days, whichever occurs first after 26 January 2026 [the effective date of the original issue of this AD], inspect the affected part, and the tube assembly, and perform the measurements in accordance with the instructions of the EASB (‘Check with removal of the horizontal stabilizer’).

(2) Within 50 FH after the inspection as required by paragraph (1) of this AD, and, thereafter, at intervals not exceeding 50 FH, inspect the affected part in accordance with the instructions of the EASB (‘Visual check without removal of the horizontal stabilizer’).

Corrective Action(s):

(3) If, during any inspection, as required by paragraph (1) or (2) of this AD, as applicable, any discrepancy, as specified in the EASB, is detected, before next flight, contact AH for approved repair instructions and, within the compliance time specified therein, accomplish those instructions accordingly.

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Terminating Action(s):

(4) None.

Part(s) Installation:

(5) For Group 1 and Group 2 helicopters: From 26 January 2026 [the effective date of the original issue of this AD], it is allowed to install an affected part on a helicopter, provided it is new (not previously installed on any helicopter), or it is a remanufactured part, as defined in this AD, or that, concurrently with the installation, it passes an inspection (no discrepancy detected) as required by paragraph (1) of this AD. After that installation, the helicopter is effectively a Group 1 and the inspections as required by paragraph (2) of this AD must be accomplished on that helicopter, taking the installation of a new or remanufactured affected part or the above-mentioned inspection of an affected part, as applicable, as the reference for determining the first inspection compliance time.

Ref. Publications:

AH EASB AS332-05-00-0004 original issue dated 20 January 2026, or Issue 002 dated 23 March 2026, or Issue 003 dated 07 October 2026.

AH EASB EC225-05-00-0004 original issue dated 20 January 2026, or Issue 002 dated 23 March 2026, or Issue 003 dated 07 October 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.

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 27 November 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.

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5. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters (Technical Support) at:
Web portal: https://airbusworld.helicopters.airbus.com / Technical Requests Management, or
E-mail: TechnicalSupport.Helicopters@airbus.com, or Telephone: +33 (0)4 42 859 789.

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