Airworthiness Directive

AD No.: 2026-0211

Issued: 04 November 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):
SA 330 J helicopters

Effective Date: 18 November 2026

TCDS Number(s): EASA.R.002

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2025-0231 dated 21 October 2025.

ATA 26 – Fire Protection – Pyrotechnical Cartridge – Inspection

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

Applicability:
SA 330 J helicopters, all manufacturer serial numbers (s/n).

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

The ASB: AH Alert Service Bulletin (ASB) SA330-05-00-0002 Issue 002.

Affected part: Pyrotechnical cartridge, having a Part Number (P/N) 704A38710044 (Manufacturer P/N 12-12-11556-1) and P/N 704A38710045 (Manufacturer P/N 12-12-11555-1).

Serviceable part: Pyrotechnical cartridge, eligible for installation in accordance with approved AH instructions, which is not an affected part; or an affected part which, within 7 days before installation, passed an inspection (no discrepancy found) in accordance with the instructions of the ASB.

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Groups: Group 1 helicopters are those that have an affected part with an s/n as identified in Table 1 of this AD installed. Group 2 helicopters are those that have an affected part installed and are not Group 1. Group 3 helicopters are those that do not have an affected part installed.

Table 1 – Group 1 Affected Parts

P/N (Manufacturer P/N)	s/n
704A38710044 (12-12-11556-1)	6978 to 7067 inclusive 7071 to 7150 inclusive 7154 to 7203 inclusive
704A38710045 (12-12-11555-1)	6759 to 6808 inclusive 6811 to 6820 inclusive 6822 to 6871 inclusive 6874 to 6923 inclusive 6926 to 6975 inclusive 6978 to 7027 inclusive

Reason:

During a scheduled maintenance visit, the measured resistance value of the pyrotechnic cartridge of the engine fire extinguisher was found out of tolerance on a helicopter.

This condition, if not detected and corrected, could affect the capability of the cartridge to activate the fire extinguisher in case of an engine fire, possibly resulting in damage to the helicopter and injury to the occupants.

To address this potential unsafe condition, AH issued the ASB SA330-05-00-0002 at original issue, providing instructions for repetitive inspections of affected parts, which were limited to certain specific s/n, and, depending on findings, their replacement. Consequently, EASA published AD 2025-0231 requiring repetitive inspections of those affected parts and, depending on findings, replacement.

Since that AD was issued, it was determined that the affected part population must be extended to all s/n, and AH published the ASB accordingly.

For the reason described above, this AD retains the requirements of EASA AD 2025-0231, which is superseded, and extends the affected part definition to all s/n.

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 3 months after 04 November 2025 [the effective date of EASA AD 2025-0231], or within 6 months since the last check of the measured resistance value accomplished on that affected part in accordance with the instructions of the applicable SA 330

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Maintenance Manual work card MDE 26.20.602, whichever occurs first, and, thereafter, at intervals not to exceed 3 months, inspect each affected part in accordance with the instructions of the ASB.

(2) For Group 2 helicopters: Within 3 months after the effective date of this AD, or within 6 months since the last check of the measured resistance value accomplished on that affected part in accordance with the instructions of the applicable SA 330 Maintenance Manual work card MDE 26.20.602, whichever occurs first, and, thereafter, at intervals not to exceed 3 months, inspect each affected part in accordance with the instructions of the ASB.

Corrective Action(s):

(3) If, during any inspection as required by paragraph (1) or (2) of this AD, as applicable, any discrepancy, as identified in the ASB, is detected on an affected part, before next flight, replace that affected part with a serviceable part, as defined in this AD, in accordance with the instructions of the ASB.

Terminating Action(s):

(4) None.

Credit:

(5) Inspections and corrective action(s), as applicable, accomplished on a helicopter before the effective date of this AD, in accordance with the instructions of AH ASB SA330-05-00-0002 at original issue are acceptable to comply with the requirements of paragraphs (1) and (3) of this AD, as applicable, for that helicopter.

Part(s) Installation:

(6) For Group 1, Group 2 and Group 3 helicopters: From the effective date of this AD, it is allowed to install an affected part on a helicopter, provided it is a serviceable part. Following that installation, the helicopter is effectively a Group 1 or Group 2 helicopter, as applicable, and must be inspected as required by paragraph (1) or (2) of this AD, as applicable.

Ref. Publications:

AH ASB SA330-05-00-0002 original issue dated 01 October 2025, or Issue 002 dated 02 November 2026.

The use of later approved revisions of the above-mentioned document 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 02 December 2026. Only if any comment is received during the consultation period, a Comment Response Document will be published in

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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 de Marseille Provence, 13725 Marignane Cedex. Technical Request Management: https://airbusworld.helicopters.airbus.com E-mail: TechnicalSupport.Helicopters@airbus.com.

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