RUSSIAN FEDERATION
MINISTRY OF TRANSPORT OF THE RUSSIAN FEDERATION
FEDERAL AIR TRANSPORT AGENCY

AIRWORTHINESS DIRECTIVE

23 of March, 2026 No. 2026-FATA-010144R-01

Applicability – ANSAT helicopters (ANSAT, ANSAT-GC models) and their modifications
Designer's State - RUSSIAN FEDERATION

Corrective actions stated in the present Airworthiness Directive are mandatory. None of the operators is allowed to operate the aircraft covered by present Airworthiness Directive otherwise than according to the requirements of present Directive.

During the investigation of a serious aviation accident that occurred on June 20, 2025 with the ANSAT-U helicopter of the Russian Federation state aviation, corrosion was detected on the XB-23 tail shaft 230-1526-000 of the transmission.

Taking into account the identical design of the tail shafts of the ANSAT helicopters of the Russian Federation state and civil aviation, as well as Conclusion No. 275-312/7-082 dated 14.01.2026 of the JSC "Kazan Helicopters" and JSC "Reductor-PM" on the results of assessment of the XB-23 tail shafts technical condition, in order to ensure flight safety and maintain the airworthiness of the entire fleet of the ANSAT helicopters in the civil aviation of the Russian Federation, and based on the Technical Decision of JSC "Kazan Helicopters" No. 1/144-2025-КВ3 revision 2 dated 12.02.2026 (hereinafter referred to as Technical decision)

IT IS PRESCRIBED TO:

Operators, Maintenance organizations and owners of the ANSAT helicopters:

1. Who have not fulfilled up to date the requirements of the Airworthiness Directive No. 2025-FATA-010144-06 dated 08.08.2025, to perform one-time visual inspection of the XB-23 tail shafts 230-1526-000, both installed on the ANSAT helicopters and being in storage at the Operators, in accordance with the temporary task card 065.10.00j (Appendix 1 to Technical decision) within one month from the date of the issue of present Airworthiness Directive.

Tail shafts with detected traces of corrosion must be removed from operation and sent for repair.

Tail shafts with S/N from 27523XB3xxxx054 up to 27523XBxxxx131 (inclusive), that have undergone major repairs without replacement of pipes 230-1526-041-03, 230-1526-041-05, 230-1526-041-07, must be removed from operation and resent for repair.

2. Based on the paragraph 1.4 of Technical decision, XB-23 tail shafts 230-1526-000 must be removed from the operation in case of detection of corrosion traces, swelling (peeling and cracking) of the paint coating on their outer surface, when performing helicopter transmission maintenance in accordance with task card 065.10.00a of the helicopter Maintenance manual.

When corrosion is confirmed according to the temporary task card 065.10.00j, send tail shafts for repair.

3. Inform the JSC “Kazan Helicopters” about the results of works performed according to pp. 1 and 2 of present Airworthiness Directive with the provision of the Inspection reports (Appendix 2 to Technical decision).

JSC “Reductor-PM”:

4. Perform replacement of pipes 230-1526-041-03, 230-1526-041-05, 230-1526-041-07б when performing repair of ХВ-23 tail shafts 230-1526-000б regardless of their technical condition.

5. Airworthiness Directive comes into force from the date of its issue. Operators, maintenance organizations, owners of the ANSAT helicopters and JSC “Reductor-PM” must comply with the requirements of present Airworthiness Directive until it is repealed.

6. Airworthiness Directive No. 2025-FATA-010144-06 dated 08.08.2025 is considered invalid.

Appendix: Technical Decision No. 1/144-2025-КВ3 revision 2 dated 12.02.2026, on 6 sheets.

Deputy Head of FATA S.M. Stramous

APPROVED
Deputy General Director –
Head of Design
JSC “Kazan Helicopters”

A.O. Garipov

TECHNICAL DECISION No. 1/144-2025-КВЗ
on continued airworthiness of the ANSAT helicopters (ANSAT, ANSAT-GC models)
Revision 2

In connection with the serious aviation accident on June 20, 2025, involving the ANSAT-U helicopter operated by state aviation, the helicopter and its components were inspected, and traces of corrosion were detected on the XB-23 tail shaft 230-1526-000.

Taking into account:

– the identical design of the XB-23 tail shafts 230-1526-000 of the ANSAT helicopters of the state and civil aviation;

– Conclusion No. 275-312/7-082 on the results of XB-23 tail shafts technical condition assessment;

in order to maintain the airworthiness of the ANSAT helicopters (ANSAT, ANSAT-GC models) being in operation, the following decision is made

DECISION:

1. On the ANSAT helicopters (ANSAT, ANSAT-GC models):

1.1 Operators and owners of the ANSAT helicopters, who have not fulfilled up to date the requirements of the Airworthiness Directive No. 2025-FATA-010144-06 dated 08.08.2025, must perform one-time visual inspection of the XB-23 tail shafts 230-1526-000 in accordance with the temporary task card 065.10.00j “Visual inspection of XB-23 tail shaft 230-1526-000” (Appendix 1) within one month from the date of the issue of the Airworthiness Directive according to the present Technical Decision.

XB-23 tail shafts 230-1526-000, which are stored in the warehouses of the operating organizations, are subject to one-time inspections as well.

In case of detection of corrosion traces on the outer surface of XB-23 tail shaft 230-1526-000, as well as blistering (swelling) of the paint coating (see figure 202) – perform an additional inspection of the outer surface of the tail shaft for cracks and corrosion damages using ЦМ-15В method with the participation of the specialists of JSC “Reductor-PM”. Inspection results must be included in the Inspection report (Appendix 2).

Inspection report must be attached to the XB-23 tail shaft 230-1526-000 certificate.

1.2 XB-23 tail shafts 230-1526-000 with the defects detected during inspections using ЦМ-15В method must be removed from operation and sent for repair.

1.3 XB-23 tail shafts 230-1526-000 with S/N from 27523XBxxxx054 up to 27523XBxxxx131 (inclusive), that have undergone major repairs without replacement of pipes 230-1526-041-03, 230-1526-041-05, 230-1526-041-07, must be removed from operation and resent for repair.

1.4 In addition to the requirements stated in the task card 065.10.00a “Visual inspection of the transmission tail shaft” of the helicopter Maintenance manual, limitation shall be introduced in order to prevent the presence of corrosion traces, as well as blisters (swelling) of the paint coating (see Figure 202) on the outer surface of the XB-23 tail shaft.

In case of detection of defects, perform an additional inspection of the tail shaft outer surface for cracks and corrosion damages using ЦМ-15В method with the participation of specialists of JSC “Reductor-PM” (inspection results must be included in the Inspection report according to the Appendix No. 2), in case of detection of defects – tail shaft must be removed from operation and sent for repair.

2. When performing repair of the XB-23 tail shaft 230-1526-000, the JSC “Reductor-PM” must replace the pipes 230-1526-041-03, 230-1526-041-05, 230-1526-041-07 regardless of their technical condition.

3. Works according to the p.1 of present Technical decision must be performed by the Operator with the participation of specialists of JSC “Reductor-PM” (in case of detection of defects).

4. Operators and owners of the ANSAT helicopters (ANSAT, ANSAT-GC models) must inform the JSC “Kazan Helicopters” and FATA about the results of works performed according to p. 1 of present Technical decision with the provision of the Inspection report (Appendix No. 2).

5. In connection with the issue of present Technical Decision No. 1/144-2025-КВ3 Revision 2, the previously issued Technical Decision No. 1/144-2023-КВ3 is declared invalid.

6. Operators and JSC “Reductor-PM” must follow the requirements of the paragraphs of this Technical decision until its repeal or issuance of another airworthiness directive.

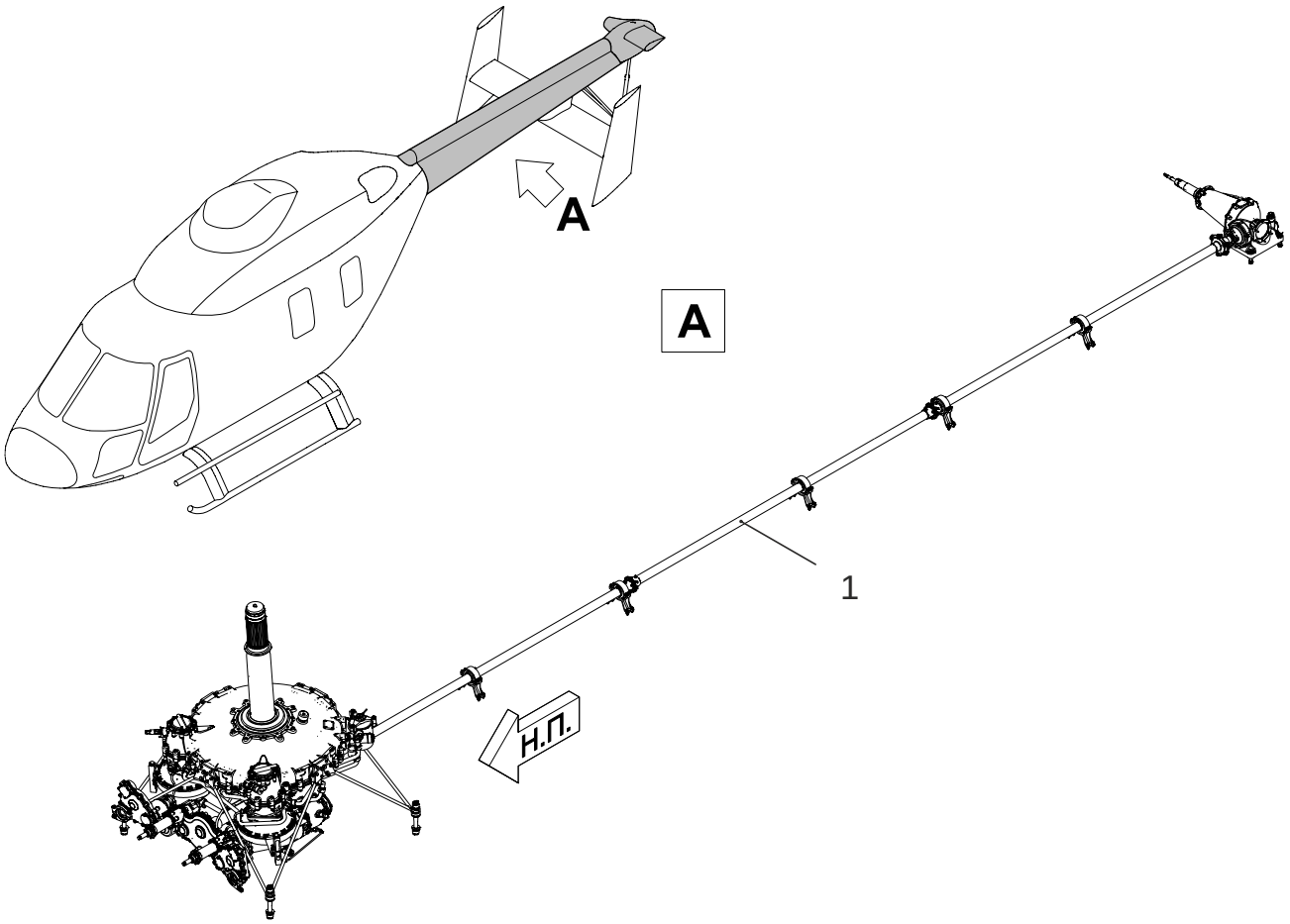
APPENDIX 1

Temporary task card 065.10.00j

Procedure: Visual inspection of XB-23 tail shaft 230-1526-000

Operations and technical requirements	Corrective actions
1 Install the stepladder in the area of the fuselage junction with the tail boom. 2 Remove the rear fairing and access door above the tail gearbox. 3 Open the tail shaft cover and clean the tail shaft from dirt and dust. 4 Inspect visually the outer surface of the tail shaft (see figure 201). Make sure there is no twisting (along the sight line) or mechanical damages.	See page 101/102 of section 065.10.00 of MM - “Troubleshooting”.
Traces of corrosion, as well as blistering (swelling) of paint coating is not allowed on the outer surface of the tail shaft (see figure 202). 5 Close the tail shaft cover. 6 Install the access door above the tail gearbox and rear fairing. 7 Remove the stepladder.	Perform additional inspection of the outer surface of the tail shaft for cracks and corrosion damages using ЦМ-15В method with the participation of specialists of JSC “Reductor-PM”, with the issue of the Inspection report (Appendix No. 2).

Test equipment	Tools and appliances	Expendable materials
	Ladder H=1400 mm (Stepladder 333.9917.100 (НАЛІФ.333.9917.100)) Screwdriver 1,6x10x275 Pliers L=160 mm	Cotton cloth



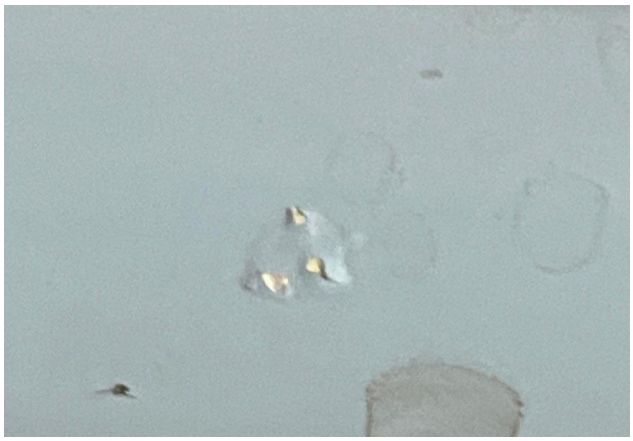
1 Tail shaft XB-23 230-1526-000

Figure 201 – General view of tail shaft XB-23 230-1526-000

a)

b)

c)



d)

Figure 202 – Examples of defects

APPENDIX 2

APPROVED
(Head of operating organization)

_____
«_____» _____ 2026

Report
of inspection of the XB-23 tail shaft 230-1526-000

In accordance with the Airworthiness Directive No. ….. dated ….. visual inspection of the XB-23 tail shaft 230-1526-000 of the ANSAT helicopter was completed in accordance with the temporary task card 065.10.00j "Visual inspection of XB-23 tail shaft 230-1526-000", as well as inspection of the outer surface of the tail shaft for cracks and corrosion damages using ЦМ-15В method *(with the participation of specialists of JSC "Reductor-PM").*

The inspection results are attached.

Results of inspection in accordance with task card 065.10.00j:

Helicopter No.	XB-23 tail shaft No.	XB-23 tail shaft operating hours	Inspection results*	Completion date
No. …	No. …	…	No defects / The following defects were detected …	…

Results of inspection of the outer surface of the tail shaft for cracks and corrosion damages using ЦМ-15В method *(with the participation of specialists of JSC "Reductor-PM"):*

XB-23 tail shaft No.	Results of inspection using ЦМ-15В method *	Completion date
No. …	No defects / The following defects were detected …	…

AGREED

On behalf of JSC "Reductor-PM":
(if participated)

AGREED

On behalf of *(name of operating organization):*

* Note – If there are any defects, attach photos of the detected defects, recording their dimensions and position relative to the tail shaft.