EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2014-0179R1 **Date: 29 July 2014** Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:	**Type/Model designation(s):**
AIRBUS HELICOPTERS	SA 365, SA 366, AS 365 and EC 155 helicopters

TCDS Number:	EASA.R.105
Foreign AD:	Not applicable
Revision:	This AD revises EASA AD 2014-0179 dated 25 July 2014, which superseded EASA AD 2014-0165 dated 14 July 2014.

ATA 63	**Rotor Drive(s) – Tail Rotor Drive Flange – Inspection**
Manufacturer(s):	Airbus Helicopters (formerly Eurocopter, Eurocopter France, Aerospatiale).
Applicability:	- SA 365 C, SA 365 C1, SA 365 C2, SA 365 C3, SA 365 N, SA 365 N1, AS 365 N2, AS 365 N3, SA 366 G1 helicopters, all serial numbers (S/N), on which Airbus Helicopters modification 0763B64 has been embodied; - EC 155 B, EC 155 B1 helicopters, all S/N
Reason:	Several cases of loss of tightening torque of the Shur-Lok nut were reported to Airbus Helicopters. The Shur-Lok nut serves as a retainer of the tail rotor drive flange of the Main Gear Box (MGB). Subsequent investigation determined that loss of the tightening torque of the Shur-Lok nut was a result of a failure of the Shur-Lok nut locking function. The locking function is normally ensured by two anti-rotation tabs engaged into two slots at the end of the MGB output shaft pinion. This condition, if not detected and corrected, could lead to Shur-Lok nut becoming loose and, ultimately, to complete disengagement of the nut threads, possibly resulting in reduction of tail rotor drive, hazardous vibrations in the rear transmission and reduced control of the helicopter. To address this potential unsafe condition, Airbus Helicopters issued Alert Service Bulletins (ASB) AS365-63.00.18, SA365-65.50, SA366-63.09, EC155-63A012, as applicable to helicopter model, to provide inspection instructions and EASA issued AD 2014-0165 requiring a one-time inspection of the radial play inside the tail rotor drive flange and the condition of the Shur-Lok nut and, depending on findings, corrective actions.

	EASA AD 2014-0179 retains the requirements of EASA AD 2014-0165, which is superseded, and Revision 1 of EASA AD 2014-0179 removes reference to Airbus Helicopters modification 0763B64 for all EC 155 helicopters.
Effective Date:	01 August 2014
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within 110 flight hours after the effective date of this AD, inspect the Shur-Lok nut of the tail rotor drive flange of the MGB in accordance with the instructions of paragraph 3.A and 3.B of Airbus Helicopters ASB AS365-63.00.18, or SA365-65.50, or SA366-63.09, or EC155-63A012 Revision 1, as applicable to helicopter model. (2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy is detected, as specified in Airbus Helicopters ASB AS365-63.00.18, or SA365-65.50, or SA366-63.09, or EC155-63A012, as applicable to helicopter model, before next flight, accomplish the corrective actions in accordance with the instructions of Airbus Helicopters ASB AS365-63.00.18, or SA365-65.50, or SA366-63.09, or EC155-63A012 Revision 1, as applicable to helicopter model.
Ref. Publications:	Airbus Helicopters ASB AS365-63.00.18 original issue, dated 09 July 2014, Airbus Helicopters ASB SA365-65.50 original issue, dated 09 July 2014, Airbus Helicopters ASB SA366-63.09 original issue, dated 09 July 2014, Airbus Helicopters ASB EC155-63A012 original issue dated 09 July 2014 or Revision 1, dated 21 July 2014. The use of later approved revisions of these 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. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters (STDI) – Aéroport de Marseille Provence 13725 Marignane Cedex, France; Telephone +33 (4) 42 85 97 97;fax +33 (4) 42 85 99 66; E-mail: Directive.technical-support@eurocopter.com.