



## Airworthiness Directive

AD No.: 2026-0029

Issued: 12 February 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 365 helicopters

Effective Date: 26 February 2026

TCDS Number(s): EASA.R.105

Foreign AD: Not applicable

Supersedure: None

### ATA 65 – Tail Rotor Drive – Tail Gear Box Input Flange – Functional Checks

#### Manufacturer(s):

Airbus Helicopters (AH), formerly Eurocopter (EC), Eurocopter France, Aerospatiale, Sud Aviation

#### Applicability:

SA 365 N helicopters, all serial numbers.

#### Definitions:

For the purpose of this AD, the following definition applies:

**The ASB:** AH Alert Service Bulletin (ASB) ASB AS365-05-00-0004.

**Affected part:** Tail gear box (TGB) having Part Number 365A33500000.

#### Reason:

Occurrences were reported of a tightening torque loss on the input flange nut during scheduled maintenance on TGB. Subsequent investigation revealed circular wear on the faces of the flange, the slip ring and the input flange.

This condition, if not detected and corrected, could lead to degradation or jamming of the input roller bearings, possibly resulting in loss of yaw control of the helicopter.



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To address this potential unsafe condition, AH issued the ASB to provide instructions for inspection of the affected part.

For the reason described above, this AD requires repetitive functional checks (FNC) of the affected part and, depending on findings, accomplishment of applicable corrective action(s).

### **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:

#### **Repetitive Functional Checks:**

- (1) Within 55 flight hours (FH) after the effective date of this AD, and, thereafter, at intervals not to exceed 500 FH, accomplish FNC of the affected part in accordance with the instructions of the ASB.

#### **Corrective Action(s):**

- (2) If, during any FNC, as required by paragraph (1) of this AD, any discrepancy as specified in the ASB is detected, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the ASB, or contact AH for approved instructions and accomplish those instructions accordingly.

#### **Terminating Action(s):**

- (3) None.

#### **Ref. Publications:**

Airbus Helicopters ASB AS365-05-00-0004 original issue (Issue 001) dated 07 January 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 12 March 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](mailto: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, 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](mailto:TechnicalSupport.Helicopters@airbus.com)

