



## Airworthiness Directive

**AD No.:** 2023-0090

**Issued:** 04 May 2023

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 365 and SA 365 helicopters

**Effective Date:** 18 May 2023

**TCDS Number(s):** EASA.R.105

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 67 – Rotors Flight Control – Tail Rotor Actuator – Inspection

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**Manufacturer(s):**

Eurocopter, Eurocopter France, Aérospatiale, Sud Aviation

**Applicability:**

SA 365 N, SA 365 N1, AS 365 N2 and AS 365 N3 helicopters, all serial numbers.

**Definitions:**

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

**The ASB:** Airbus Helicopters (AH) Alert Service Bulletin (ASB) AS365-22.00.17.

**Affected part:** Tail rotor (TR) actuators, having Part Number (P/N) 704A47135036 or P/N 704A47135059.

**Reason:**

An occurrence was reported where a tail rotor pedal control was blocked during flight. Subsequent inspection found interference between the cable tie head of the TR actuator harness and the pin fastener of the tail gearbox cowling.

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



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

For the reason described above, this AD requires a one-time inspection of the positioning of the TR actuator harness and cable tie installation and, depending on findings, accomplishment of applicable corrective action(s).

#### **Required Action(s) and Compliance Time(s):**

Required as indicated, unless accomplished previously:

#### **Inspections:**

- (1) Within 165 flight hours after the effective date of the AD, inspect the position of the cable tie heads of the affected part harness in accordance with the instructions of Section 3.B of the ASB.

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

- (2) If, during the inspection as required by paragraph (1) of this AD, the yaw harness is found to be movable under the affected part, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of Section 3.B of the ASB.

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

AH ASB AS365-22.00.17 original issue dated 29 March 2023.

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. This AD was posted on 05 April 2023 as PAD 23-043 for consultation until 03 May 2023. No comments were received during the consultation period.
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) at Airbus World - Technical Request Management: <https://airbusworld.helicopters.airbus.com>, E-mail: [support.technical-dyncomp.ah@airbus.com](mailto:support.technical-dyncomp.ah@airbus.com).

