



## Airworthiness Directive

**AD No.:** 2026-0118

**Issued:** 22 June 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 and AS 365 helicopters

**Effective Date:** 06 July 2026

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

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2023-0090 dated 04 May 2023.

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

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**Manufacturer(s):**

Airbus Helicopters (AH), formerly Eurocopter, Eurocopter France, Aerospatiale, 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 ASB1:** Airbus Helicopters (AH) Alert Service Bulletin (ASB) AS365-22.00.17.

**The ASB2:** AH ASB AS365-88-56-0001 Revision 002.

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

**Groups:**

Group 1 helicopters are SA 365 N helicopters.

Group 2 helicopters are SA 365 N1, AS 365 N2 and AS 365 N3 helicopters.



**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 ASB1, as defined in this AD, to provide inspection instructions. Consequently, EASA issued AD 2023-0090 to require 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).

After that AD was issued, AH published the ASB2, as defined in this AD, providing instructions to modify the routing of the yaw harness of the affected part to prevent interference between the cable tie head of the TR actuator harness and the pin fastener of the tail gearbox cowling.

For the reasons described above, this AD retains the requirements of EASA AD 2023-0090, which is superseded, and requires modification of the routing of the yaw harness of the affected part.

**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 and Group 2 helicopters: Within 165 flight hours (FH) after 18 May 2023 [the effective date of EASA AD 2023-0090], inspect the position of the cable tie heads of the affected part harness in accordance with the instructions of Section 3.B of the ASB1.

**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 ASB1.

**Modification:**

- (3) For Group 2 helicopters: Within 660 FH or 26 months, whichever occurs first after the effective date of this AD, modify the routing of the yaw harness of the affected part in accordance with the instructions of the ASB2.
- (4) For Group 2 helicopters: For a helicopter on which, before the effective date of this AD the routing of the yaw harness of the affected part has been modified in accordance with the instructions of ASB AS365-88-56-0001 Revision 001, within 2 months after the effective date of this AD, perform the operational test as identified in the ASB2.  
For that helicopter, accomplishment of the operational test is acceptable to comply with the requirement of paragraph (3) of this AD.



**Credit:**

- (5) For Group 2 helicopters: Modification of a helicopter as required by paragraph (3) of this AD is an acceptable method to comply with the requirements of paragraphs (1) and (2) of this AD, as applicable, for that helicopter.

**Ref. Publications:**

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

AH ASB AS365-88-56-0001 Revision 001 dated 21 July 2025, and Revision 002 dated 23 April 2026.

The use of later approved revisions of the above-mentioned 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. The original issue of this PAD was posted on 23 September 2025 as PAD 25-151 for consultation until 21 October 2025, and re-published on 03 June 2026 as PAD 25-151R1 for additional consultation until 17 June 2026. 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) – 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)

