



## Airworthiness Directive

**AD No.:** 2024-0110

**Issued:** 06 June 2024

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, AS 365 and EC 155 helicopters

**Effective Date:** 20 June 2024

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

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 67 – Rotors Flight Controls – Upper Ball Bearing End of the Main Rotor Servo-Controls – Inspection

---

**Manufacturer(s):**

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

**Applicability:**

SA 365 N, SA 365 N1, AS 365 N2, AS 365 N3, EC 155 B and EC 155 B1 helicopters, all serial numbers.

**Definitions:**

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

**The ASB:** AH Alert Service Bulletin (ASB) AS365-67-30-0001 Revision 01, or ASB EC155-67-30-0001 Revision 01, as applicable.

**Reason:**

Two occurrences have been reported of loss of tightening torque between the upper ball bearing end and main rotor servo-control. One case led to the disconnection of these two parts. The root cause investigation is still on-going.

This condition, if not detected and corrected, could lead to disconnection of the upper ball bearing end and main rotor servo-control, possibly resulting in loss of control of the helicopter.



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

For the reasons described above, this AD requires a one-time inspection of the connection between the upper ball bearing end and main rotor servo-control and, depending on findings, accomplishment of applicable corrective action(s).

This AD is considered to be an interim action and further AD action may follow.

**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:

**Inspection(s):**

- (1) Before exceeding 110 flight hours or within 6 months, whichever occurs first after the effective date of this AD, check the nut tightening torque of the upper ball bearing end for each of the three main rotor servo-controls in accordance with the instructions of the ASB.

**Corrective Action(s):**

- (2) If, during any inspection as required by paragraph (1) of this AD, discrepancies, as identified in the ASB, are detected, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the ASB.

**Reporting:**

- (3) Within 7 days after the inspection as required by paragraph (1) of this AD report the inspection results (including no findings) to AH. Using the inspection report in accordance with the instructions of the ASB is acceptable to comply with this requirement.

**Ref. Publications:**

Airbus Helicopters ASB AS365-67-30-0001 Revision 01 dated 18 April 2024.

Airbus Helicopters ASB EC155-67-30-0001 Revision 01 dated 18 April 2024.

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. This AD was posted on 08 May 2024 as PAD 24-050 for consultation until 05 June 2024. 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)

