Airworthiness Directive

AD No.: 2022-0150

Issued: 21 July 2022

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):

EC 130 helicopters

Effective Date: 04 August 2022

TCDS Number(s): EASA R.008

Foreign AD: Not applicable

Supersedure: None

ATA 64 – Tail Rotor – Blades – Inspection

Manufacturer(s):

Airbus Helicopters (AH), formerly Eurocopter, Eurocopter France

Applicability:

EC 130 B4 and EC 130 T2 helicopters, all serial numbers (s/n).

Definitions:

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

The ASB: AH Alert Service Bulletin (ASB) EC130-05A041.

Affected part: Tail rotor blades (TRB), having Part Number (P/N) 350A33-3002-02, P/N 350A33-3002-03, P/N 350A33-3002-04 or P/N 350A33-3002-05.

Serviceable part: Any TRB which is not an affected part; or an affected part having accumulated less than 660 flight hours (FH) since new (first installation on a helicopter) or since accomplishment of a dimensional check in accordance with the instructions of AH ASB EC130-05A033; or an affected part that, before installation, passed an inspection (no cracks found) in accordance with the instructions of the ASB.

Reason:

It has been determined that fatigue cracks may develop at root section of TRB installed on EC 130 B4 and EC 130 T2 helicopters.

This condition, if not detected and corrected, may lead to crack propagation and consequent blade failure, possibly resulting in loss of control of the helicopter.

To address this unsafe condition, AH issued the ASB to provide repetitive dye penetrant inspection instructions. It is expected that the instructions of the ASB will be included in the next Aircraft Maintenance Manual Airworthiness Limitations Section revision for EC 130 helicopters.

For the reasons described above, this AD requires repetitive inspections of the affected parts and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

Inspection(s):

(1) Before an affected part accumulates 660 FH since new, or since accomplishment of a dimensional check in accordance with the instructions of AH ASB EC130-05A033, or within 165 FH after the effective date of this AD, whichever occurs later, and, thereafter, at intervals not to exceed 660 FH, accomplish a dye penetrant inspection of that affected part in accordance with the instructions of the ASB.

Corrective actions(s):

(2) If, during any inspection as required by paragraph (1) of this AD, any crack is detected on an affected part, before next flight, replace that affected part with a serviceable part in accordance with the instructions of the ASB.

Terminating Action:

(3) None.

Part(s) Installation:

(4) From the effective date of this AD, it is allowed to install on any helicopter an affected part, provided it is serviceable part and, thereafter, it is inspected as required by this AD.

Ref. Publications:

AH ASB EC130-05A041 original issue dated 20 July 2022.

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.

3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: 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)
E-mail: TechnicalSupport.Helicopters@airbus.com
Airbus World: Technical Request Management: https://airbusworld.helicopters.airbus.com.