



Airworthiness Directive

AD No.: 2014-0229R1

Issued: 12 January 2016

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 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, 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 agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

AIRBUS HELICOPTERS

Type/Model designation(s):

EC130 T2 helicopters

Effective Date: Revision 1: 19 January 2016
Original Issue: 22 October 2014

TCDS Number(s): EASA.R.008

Foreign AD: Not Applicable

Revision: This AD revises EASA AD 2014-0229-E dated 20 October 2014.

ATA 79 – Oil – Main Gearbox Oil Cooler Fan Hopper – Inspection

Manufacturer(s):

Airbus Helicopters (formerly Eurocopter)

Applicability:

EC130 T2 helicopters, all serial numbers, except those that have embodied modification (MOD) 074547 in production.

Reason:

Several cases of cracked main gearbox (MGB) oil cooler fan attachment to the hopper have been reported. The cracks could lead to the total failure of the fan attachment.

This condition, if not detected and corrected, could lead to interference of the fan with the control rod of the front servo-control, or with the flight control bellcrank, possibly resulting in reduced control of the helicopter.

To address this potential unsafe condition, Airbus Helicopters issued EC130 Emergency Alert Service Bulletin (ASB) 05A020 to provide inspection instructions.



Consequently, as an interim measure, EASA issued Emergency AD 2014-0229-E to require repetitive visual inspections of the MGB oil cooler fan attachment to the hopper and, depending on findings, replacement of cracked parts.

Since that AD was issued, Airbus Helicopters developed a modification, described in Airbus Helicopters Service Bulletin (SB) EC130-79-001 and referenced in EC130 ASB 05A020 Revision 1.

For the reasons described above, this AD is revised to reduce the Applicability, excluding those helicopters that have embodied production MOD 074547, and to introduce the new modification as an optional terminating action.

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

Required as indicated, unless accomplished previously:

- (1) Before next flight after 22 October 2014 [the effective date of the original issue of this AD], and, thereafter, at intervals not to exceed 10 flight hours or 7 days, whichever occurs first, inspect the attachment points of the fan to the hopper in accordance with the instructions of paragraph 3.B of Airbus Helicopters EC130 ASB 05A020.
- (2) If, during any inspection as required by paragraph (1) of this AD, cracks are found, before next flight, replace the damaged part(s) in accordance with the instructions of Airbus Helicopters EC130 ASB 05A020.
- (3) If damaged parts cannot be replaced, before next flight, remove the fan in accordance with the instructions of paragraph 3.B. of Airbus Helicopters EC130 ASB 05A020. A single ferry flight is permitted to an approved maintenance organisation where the corrective action as required by paragraph (2) of this AD can be accomplished.

Note 1: When the fan is removed, note the following for information:

- The engine / MGB oil cooling system is degraded. Refer to the rotorcraft Flight Manual procedures for operation of the engine / MGB oil cooling system.
 - The air conditioning system no longer operates.
 - The orange "CO" light on the ECS control unit comes on.
 - The heating and demisting functions are available.
- (4) Replacement of parts on a helicopter as required by paragraph (2) of this AD, or removal of the fan as specified in paragraph (3) of this AD, as applicable, does not constitute terminating action for the repetitive inspections required by paragraph (1) of this AD for that helicopter.
 - (5) Modification of a helicopter in accordance with the instructions of Airbus Helicopters SB EC130-79-001 constitutes termination action for the repetitive inspections as required by paragraph (1) of this AD for that helicopter.

Ref. Publications:

Airbus Helicopters EC130 Emergency ASB 05A020 original issue, dated 20 October 2014, or Revision 1 dated 22 October 2015.

Airbus Helicopters SB EC130-79-001 original issue dated 22 October 2015.



The use of later approved revisions of these 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 results of the safety assessment have indicated the need for immediate publication and notification, without the full public consultation process.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. For any question concerning the technical content of the requirements in this AD, please contact:
Airbus Helicopters (ESBESB) - Aéroport de Marseille, Provence 13725 Marignane Cedex – France Telephone: + 33 (0) 12 85 97 97, Fax: + 33 (4) 85 99 66, E-mail: Directive.technical-support@airbus.com.

