European Union Aviation Safety Agency

Emergency Airworthiness Directive

AD No.: 2021-0235-E

Issued: 28 October 2021

Note: This Emergency 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, 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 (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:
AIRBUS HELICOPTERS

Type/Model designation(s):
EC 130 helicopters

Effective Date: 01 November 2021

TCDS Number(s): EASA.R.008

Foreign AD: Not applicable

Supersedure: None

ATA 53 – Fuselage – Rear Transmission Bearing Support – Inspection

---

Manufacturer(s):
Airbus Helicopters (AH), formerly Eurocopter

Applicability:
EC 130 T2 helicopters, all serial numbers, on which AH modification 074581 has been embodied in production.

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

The EASB: AH Emergency Alert Service Bulletin (EASB) EC130-05A039.

ALF: After last flight of the day (ALF) inspection.

Reason:
An occurrence was reported of degradation of the rear transmission shaft bearing support on an EC 130 T2 helicopter, where it was determined that all attachment rivets of the transmission shaft bearing support were sheared.

Investigation is still on-going to identify the root cause of this degradation.

TE.CAP.00111-010 © European Union Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

This condition, if not detected and corrected, could lead to failure of the tail rotor drive shaft and subsequent loss of yaw control of the helicopter.

To address this potential unsafe condition, as a precautionary measure, AH issued the EASB to provide inspection instructions.

For the reason described above, this AD requires repetitive visual inspections of the rivets on the rear transmission shaft bearing support and of the local structure for presence of cracks and, depending on findings, accomplishment of applicable corrective action(s).

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

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

Required as indicated, unless accomplished previously:

Repetitive Inspections:

(1) Before next flight or within 7 days after the effective date of this AD, whichever occurs first, and thereafter, during each ALF, inspect the rivets on the rear transmission bearing support and the local structure for presence of cracks in accordance with the instructions of Section 3 of the EASB.

Corrective Actions:

(2) If, during any inspection as required by paragraph (1) of this AD, any rivet on the rear transmission bearing support is found missing, loose or sheared, or any visible crack is present, before next flight, contact AH to obtain approved repair instructions, and within the compliance time(s) specified therein, accomplish those instructions accordingly.

Terminating Action:

(3) None.

Ref. Publications:

AH EASB EC130-05A039 original issue dated 27 October 2021.

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. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.

3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

An agency of the European Union

TE.CAP.00111-010 © European Union Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

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 Customer Support, Telephone +33 (0)4.42.85.97.89, Fax + 33 (0)4.42.85.99.66, E-mail: Airframe.Technical-Support@airbus.com, Keycopter Technical Request Management: TechnicalSupport.Helicopters@airbus.com.

An agency of the European Union

TE.CAP.00111-010 © European Union Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.