

EASA	EMERGENCY AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2014-0145-E</p> <p>Date: 06 June 2014</p> <p>Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EU 748/2012, Part 21A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p>Design Approval Holder's Name: AIRBUS HELICOPTERS</p>		<p>Type/Model designation(s): EC130 helicopters</p>
TCDS Number:	EASA.R.008	
Foreign AD:	Not applicable	
Supersedure:	None	
ATA 53		
Fuselage – Tail Boom / Fenestron Junction Frame – Inspection		
Manufacturer(s):	Airbus Helicopters (formerly Eurocopter, Eurocopter France)	
Applicability:	EC130 B4 and EC 130 T2 helicopters, all serial numbers.	
Reason:	<p>Two events of crack propagation through the junction frame of the tail boom / Fenestron were reported following non-scheduled inspections of EC130 B4 helicopters. The investigation revealed that the cracks initiated in the lower right hand (RH) part of the frame between the web and the flange where the lower spar of the tail boom is joined. Although the cracks were of significant length, no deterioration was visible from the outside of the helicopter.</p> <p>This condition, if not detected and corrected, could lead to structural failure, possibly resulting in Fenestron detachment and consequent loss of control of the helicopter.</p> <p>To address this unsafe condition, Airbus Helicopters issued Emergency Alert Service Bulletin (ASB) No. 05A017 to provide instructions for detailed visual checks on the inside of the tail boom.</p> <p>For the reasons described above, this AD requires repetitive inspections of the affected area and, depending on findings, accomplishment of applicable corrective actions.</p>	
Effective Date:	09 June 2014	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within the threshold as specified in Table 1 of this AD, as applicable, accomplish a detailed visual inspection of the frame web in the radius between the web and the flange on the tail cone side in accordance with the instructions of paragraph 3.B.1 of Airbus Helicopters EC130 Emergency ASB No. 05A017. (2) Within 25 flight hours (FH) after the inspection as required by paragraph (1) of this AD, and, thereafter, at intervals not to exceed 25 FH, accomplish the inspection, in accordance with the instructions of paragraph 3.B.2 of Airbus Helicopters EC130 Emergency ASB No. 05A017. <p style="text-align: center;">Table 1 – Inspection Threshold</p> <table border="1" data-bbox="568 618 1442 853"> <thead> <tr> <th data-bbox="568 618 1027 696">FH accumulated, on the effective date of this AD, since first flight</th> <th data-bbox="1027 618 1442 696">Compliance Time</th> </tr> </thead> <tbody> <tr> <td data-bbox="568 696 1027 745">Less than 690 FH</td> <td data-bbox="1027 696 1442 745">Before exceeding 700 FH.</td> </tr> <tr> <td data-bbox="568 745 1027 853">690 FH or more</td> <td data-bbox="1027 745 1442 853">Within 10 FH or 7 days, whichever occurs first after the effective date of this AD</td> </tr> </tbody> </table> <ol style="list-style-type: none"> (3) If, during any inspection as required by paragraph (1) or (2) of this AD, a crack is detected, before next flight, contact Airbus Helicopters for approved repair instructions and accomplish those instructions accordingly. (4) Repair of a helicopter as required by paragraph (3) of this AD does not constitute terminating action for the repetitive inspections as required by this AD. 	FH accumulated, on the effective date of this AD, since first flight	Compliance Time	Less than 690 FH	Before exceeding 700 FH.	690 FH or more	Within 10 FH or 7 days, whichever occurs first after the effective date of this AD
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<p>Ref. Publications:</p>	<p>Airbus Helicopter EC130 Emergency ASB 05A017 Rev. 0 dated 06 June 2014.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>						
<p>Remarks:</p>	<ol style="list-style-type: none"> 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 Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters, Customer Services, Technical Support Department, Telephone +33 (0)4.42.85.97.16, Fax + 33 (0)4.42.85.99.66, E-mail: airframe.technical-support@eurocopter.com. 						

Referenced Publications:

[Airbus Helicopter EC130 Emergency ASB 05A017](#)

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