EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2014-0145R1 **Date: 13 June 2014** Note: This 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.

This AD is issued in accordance with EU 748/2012, Part 21.A.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].

Design Approval Holder's Name:	**Type/Model designation(s):**
AIRBUS HELICOPTERS	EC130 helicopters

TCDS Number:	EASA.R.008
Foreign AD:	Not applicable
Revision:	This AD revises EASA Emergency AD 2014-0145-E dated 06 June 2014.

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:	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. 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. 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. Prompted by these findings, EASA issued Emergency AD 2014-0145-E to require repetitive inspections of the affected area and, depending on findings, accomplishment of applicable corrective actions. Since that AD was issued, it was identified that the 7 days compliance time for the initial inspection is not necessary. In addition, for the initial inspection, the compliance time can be determined by the time accumulated by the junction frame since installation. Replacement of a junction frame defers the next

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<tr><td></td><td>inspection and, finally, the repetitive inspections can also be accomplished following the instructions of paragraph 3.B.1 of the ASB.

For the reasons described above, this AD is revised to confirm these changes.</td></tr>
<tr><td>Effective Date:</td><td>Revision 1: 13 June 2014

Original issue: 09 June 2014</td></tr>
<tr><td>Required Action(s) and Compliance Time(s):</td><td>Required as indicated, unless accomplished previously:

(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.1 or 3.B.2 of Airbus Helicopters EC130 Emergency ASB No. 05A017.

Table 1 – Inspection Threshold

<table><tr><th>FH accumulated by the junction frame, on 09 June 2014 [the effective date of EASA AD 2014-0145-E], since installation</th><th>Compliance Time</th></tr><tr><td>Less than 690 FH</td><td>Before exceeding 700 FH.</td></tr><tr><td>690 FH or more</td><td>Within 10 FH after 09 June 2014 [the effective date of EASA AD 2014-0145-E]</td></tr></table>
(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.

(5) Replacement of a junction frame on a helicopter is allowed, provided that, before exceeding 700 FH after installation of the replacement junction frame, a detailed visual inspection of the frame web in the radius between the web and the flange on the tail cone side is accomplished in accordance with the instructions of paragraph 3.B.1 of Airbus Helicopters EC130 Emergency ASB No. 05A017 and, thereafter, the helicopter is inspected as required by paragraph (2) of this AD.</td></tr>
<tr><td>Ref. Publications:</td><td>Airbus Helicopter EC130 Emergency ASB 05A017 original issue dated 06 June 2014, or Revision 1, dated 13 June 2014.

The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</td></tr>
<tr><td>Remarks:</td><td>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.</td></tr>
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	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.