



Airworthiness Directive

AD No.: 2023-0214R1

Issued: 16 September 2026

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 T2 helicopters

Effective Date: 23 September 2026

TCDS Number(s): EASA.R.008

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2023-0214, which superseded EASA AD 2023-0028 dated 01 February 2023.

ATA 53 – Fuselage – Tail Rotor Drive Shaft / Rear Transmission Bearing Support – Inspections / Modification

Manufacturer(s):

Airbus Helicopters (AH), formerly Eurocopter

Applicability:

EC 130 T2 helicopters, all serial numbers on which AH modification (mod) 074581 has been embodied in production; except those having AH MOD 0720245, mod 0790004 and mod 0790006 embodied.

Definitions:

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

The modification ASB: AH ASB EC130-53A049.

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.



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 Emergency ASB, EC130-05A039 at original issue to provide inspection instructions. Consequently, EASA published AD 2021-0235-E to require 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).

After that AD was published, an additional occurrence was reported of loose rivet heads on the outside face of the tail boom corner support. To address this occurrence, AH issued Emergency ASB EC130-05A039 Revision 1 to provide additional inspection instructions, and EASA published AD 2021-0283-E, retaining the requirements of EASA AD 2021-0235-E, which was superseded, and additionally requiring visual inspections of the rivet heads on the outside face of the tail boom corner support. That AD also required reporting of the inspection findings to AH.

After that AD was issued, no further reports were received of missing, loose or sheared rivets, or cases of cracks. This, in addition to flight tests accomplished by AH, allowed an extension of the inspection interval. To reflect that, AH published Emergency ASB EC130-05A039 Revision 2 and EASA issued AD 2021-0283R1.

After that AD was issued, it was identified that on some helicopters, a finishing paint was applied on the gutter, which could prevent the detection of cracks. Consequently, AH published ASB EC130-05A039 Revision 3, providing instructions to determine if any paint is present, and, depending on findings, its removal, and EASA issued AD 2023-0028, superseding AD 2021-0283R1 and requiring a one-time inspection for the presence of paint, and its removal, if found to be applied.

After that AD was issued, AH developed a modification to reinforce the bearing support of the tail rotor drive shaft (TRDS) and published the modification ASB. That modification allowed to simplify the inspection procedure and to extend the repetitive inspections interval, and AH published ASB EC130-05A039 Revision 5 accordingly. Consequently, EASA published the original issue of this AD, retaining the requirements of EASA AD 2023-0028, which was superseded, additionally requiring TRDS modification.

Since that AD was issued, it has been determined that helicopters which have embodied AH mod0720245 (by incorporation of the modification ASB), AH mod 0790004 and AH mod 0790006 (as required by EASA AD 2024-0144) are no longer subject to the inspections in accordance with the instructions of AH ASB EC130-53A039 up to Revision 6, and therefore AH revised that ASB accordingly.

Considering that the compliance times for all required modifications have meanwhile expired, this AD is revised to remove all the inspection requirements and related corrective actions, keeping only the modification requirements.

In parallel with the issuance of this AD revision, EASA AD 2024-0144 is revised accordingly.



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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Repetitive Inspections:

(1) [DELETED].

(2) [DELETED].

Note 1: [DELETED].

Inspection:

(3) [DELETED].

Corrective Actions:

(4) [DELETED].

(5) [DELETED].

(6) [DELETED].

(7) [DELETED].

Modification:

(8) Within 660 FH or 24 months, whichever occurs first after 18 December 2023 [the effective date of this AD at original issue], modify the helicopter by reinforcing the TRDS bearing support in accordance with the instructions of the modification ASB.

Reporting:

(9) [DELETED].

Credit:

(10) [DELETED].

Terminating Action(s):

(11) [DELETED].

Ref. Publications:

AH ASB EC130-53A049 original issue dated 27 July 2023.

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 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.

