

EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	AD No.: 2015-0033-E Date: 24 February 2015 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.
This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with 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 [EU 1321/2014 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: AIRBUS HELICOPTERS	Type/Model designation(s): EC 130 helicopters
TCDS Number:	EASA.R.008
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA AD 2014-0145R1 dated 13 June 2014.
ATA 53	Fuselage – Tail Boom / Fenestron Junction Frame – Inspection
Manufacturer(s):	Airbus Helicopters (formerly Eurocopter, Eurocopter France)
Applicability:	EC 130 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 EC 130 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 (AH) issued EC130 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 (later revised) to require repetitive inspections of the affected area and, depending on findings, accomplishment of applicable corrective actions. Since EASA AD 2014-0145R1 was published, it was determined that, apart from the existing flight hours (FH) inspection interval, an inspection interval defined in sling cycles is necessary. In addition, AH issued Service Bulletin (SB) EC130-53-029 which provides a modification that will allow the inspections to be accomplished from outside the tailboom. AH have revised EC130 ASB No. 05A017 (Revision 2) accordingly, to define this alternative method.

	For the reasons described above, this AD retains the requirements of EASA AD 2014-0145R1, which is superseded, and allows, for post-MOD 350A087421 and post-SB EC130-53-029 helicopters, an alternative visual (external) inspection method, although with reduced inspection intervals, in combination with the internal inspections at extended intervals. This AD also introduces an additional sling cycle interval, the definition of which is to be found in AH EC130 ASB 05A017 Revision 2. This AD also specifies that certain tasks can be accomplished by the pilot.						
Effective Date:	26 February 2015						
Required Action(s) Compliance Time(s) and required personnel qualifications:	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 AH EC130 Emergency ASB 05A017. Table 1 – Inspection Threshold <table border="1"> <thead> <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> </thead> <tbody> <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> </tbody> </table> (2) Within 25 FH or 390 sling cycles (see Note 1), whichever occurs first after the inspection as required by paragraph (1) of this AD, and, thereafter, at intervals not to exceed 25 FH or 390 sling cycles, whichever occurs first, accomplish an inspection in accordance with the instructions of paragraph 3.B.1 or 3.B.2 of AH EC130 Emergency ASB 05A017. Note 1: The definition of sling cycles can be found in paragraph 1.E.2 (b) of AH EC130 ASB No. 05A017 Revision 2. (3) For helicopters modified in production by AH MOD. 350A087421, or in service in accordance with the instructions of AH SB EC130-53-029, as an alternative to the inspections as required by paragraphs (1) and (2) of this AD, it is acceptable to accomplish the inspections as specified in paragraphs (3.1) and (3.2) of this AD. (3.1) Within 10 FH or 250 sling cycles, whichever occurs first after modification of the helicopter, and, thereafter, at intervals not exceeding 10 FH or 250 sling cycles, whichever occurs first, accomplish a visual inspection (see Note 2) of the tailboom from outside in accordance with the instructions of paragraph 3.B.3 of AH Emergency ASB EC130 05A017 Revision 2. (3.2) Within 660 FH after modification of the helicopter, and, thereafter, at intervals not to exceed 660 FH, 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 or 3.B.2 of AH EC130 Emergency ASB 05A017 Revision 2. Note 2: The visual inspection specified in paragraph 3.B.3 (a) of AH Emergency ASB EC130 No. 05A017 Revision 2 may be carried out by the pilot. All other instructions as specified in paragraph 3.B of AH Emergency ASB EC130 No. 05A017 Revision 2 must be accomplished by a person appropriately trained and certified for those actions.	FH accumulated by the junction frame, on 09 June 2014 [the effective date of EASA AD 2014-0145-E], since installation	Compliance Time	Less than 690 FH	Before exceeding 700 FH	690 FH or more	Within 10 FH after 09 June 2014 [the effective date of EASA AD 2014-0145-E]
FH accumulated by the junction frame, on 09 June 2014 [the effective date of EASA AD 2014-0145-E], since installation	Compliance Time						
Less than 690 FH	Before exceeding 700 FH						
690 FH or more	Within 10 FH after 09 June 2014 [the effective date of EASA AD 2014-0145-E]						

	(4) If, during any inspection as required by paragraph (1), (2), or (3) of this AD, a crack is detected, before next flight, contact AH for approved repair instructions and accomplish those instructions accordingly. (5) Repair of a helicopter as required by paragraph (4) of this AD does not constitute terminating action for the repetitive inspections as required by this AD. (6) 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) or paragraph (3) of this AD.
Ref. Publications:	Airbus Helicopters EC130 Emergency ASB No. 05A017 original issue, dated 06 June 2014, or Revision 1 dated 13 June 2014, or Revision 2 dated 20 February 2015. Airbus Helicopters SB EC130-53-029 dated 20 February 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 Safety Information Section, Certification 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 (EBSESB) – Aéroport de Marseille Provence, 13725 Marignane Cedex, France; telephone +33 (4) 12 85 97 97; facsimile +33 (4) 85 99 66; E-mail: Directive.technical-support@airbus.com.