



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 21-116R1

**Issued:** 13 September 2021

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

**Design Approval Holder's Name:**

AIRBUS HELICOPTERS

**Type/Model designation(s):**

EC 130 helicopters

**Effective Date:** [TBD - standard: 14 days after AD issue date]

**TCDS Number(s):** EASA.R.008

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 63 – Main Rotor Drive – Engine-to-Main Gearbox Coupling Shaft – Re-identification

#### Manufacturer(s):

Airbus Helicopters (AH), formerly Eurocopter

#### Applicability:

EC 130 T2 helicopters, all serial numbers.

#### Definitions:

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

**Affected part:** Engine-to-main gearbox coupling shafts, having Part Number (P/N) 350A35-1100-21.

**The ASB:** AH EC 130 Alert Service Bulletin (ASB) EC130-04A010.

**Groups:** Group 1 helicopters are those that have an affected part installed.

Group 2 helicopters are those that do not have an affected part installed.



**Reason:**

Recent analysis related to service life of ageing aircraft highlighted the need to introduce a service life limit (SLL) in torque cycles (TC) for the affected part.

This condition, if not corrected, could lead to fatigue failure of an affected part, possibly resulting in loss of control of the helicopter.

To address this potential unsafe condition, AH issued the ASB providing instructions for re-identification of the affected part as P/N 350A35-1109-20. In addition, AH amended the EC 130 Aircraft Maintenance Manual Chapter 04, Airworthiness Limitations Section, introducing the relevant SLL for the new P/N.

For the reason described above, this AD requires to re-identify each affected part with the new P/N and to assign an initial value of accumulated TC.

This PAD is re-published for additional consultation to amend the compliance time in paragraph (1).

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

Required as indicated, unless accomplished previously:

**Affected Part Re-identification / TC Value Assignment:**

- (1) For Group 1 helicopters: Before exceeding 660 flight hours or 24 months after the effective date of this AD, whichever occurs first, re-identify the affected part and assign an initial value of TC to that part in accordance with the instructions of section 3.B of the ASB.

**Part(s) Installation:**

- (2) Do not install on any helicopter an affected part, as required by paragraph (2.1) or (2.2) of this AD, as applicable.
  - (2.1) For Group 1 helicopters: After modification of the helicopter as required by paragraph (1) of this AD.
  - (2.2) For Group 2 helicopters: From the effective date of this AD.

**Ref. Publications:**

EC 130 ASB EC130-04A010 original issue dated 15 July 2021.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

**Remarks:**

1. This Proposed AD will be closed for consultation on 20 September 2021.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).



3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, 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 PAD 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.
  
4. For any question concerning the technical content of the requirements in this PAD, 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](mailto:Airframe.Technical-Support@airbus.com), Keycopter Technical Request Management: [TechnicalSupport.Helicopters@airbus.com](mailto:TechnicalSupport.Helicopters@airbus.com).

