



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 24-048

Issued: 02 May 2024

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 64 – Tail Rotor – Tail Rotor Hub Tension-Torsion Bars – Inspection

Manufacturer(s):

Airbus Helicopters (AH), formerly Eurocopter, Eurocopter France, Aerospatiale

Applicability:

EC 130 B4 and EC 130 T2 helicopters, all serial numbers, except helicopters on which AMM task 64-21-00.6-27A or AMM task 64-21-00.6-27B has never been accomplished.

Definitions:

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

The ASB: AH Alert Service Bulletin (ASB) EC130-64-00-0001.

Affected part: Tail rotor hub tension-torsion bar having Part Number (P/N) 350A33318000 or P/N 350A33318001.

Serviceable part: An affected part that is new (not previously installed), or that, prior to installation, has passed an inspection (no defects found) in accordance with the instructions of the ASB.



Reason:

An occurrence of a heavy damage on the fenestron was reported on an affected helicopter. The investigation revealed the loss of the tail rotor blade, which broke at the tension-torsion bar level and separated from the hub assembly.

This condition, if not detected and corrected, could lead to loss of the tail rotor anti-torque function, possibly resulting in loss of control of the helicopter.

To address this potential unsafe condition, AH issued the ASB providing instructions for a detailed inspection of all lamellas that compose the tension-torsion bars, and, depending on findings, for replacement of the affected parts. In addition, AH amended the AMM task 64-21-00, 6-27A and AMM task 64-21-00, 6-27B clarifying the inspection instructions.

For the reason described above, this AD requires inspection of the affected parts, and, depending on findings, replacement.

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:

Inspection:

- (1) Within 330 flight hours or within 12 months, whichever occurs first after the effective date of this AD, inspect each affected part in accordance with the instructions of the ASB.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, discrepancies as identified in the ASB are detected on an affected part, before next flight, replace that affected part with a serviceable part in accordance with the instructions of the ASB.

Ref. Publications:

AH ASB EC130-64-00-0001 original issue dated 17 April 2024.

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 30 May 2024.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: 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 (Technical Support),
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Web portal: <https://airbusworld.helicopters.airbus.com> or
E-mail: support.technical-airframe.ah@airbus.com.

