Airworthiness Directive Schedule

Helicopters

Airbus Helicopters EC 130 B4 and EC 130 T2

29 October 2026

Notes:

1. This AD schedule is applicable to Airbus Helicopters EC 130 B4 and EC 130 T2 manufactured under EASA Type Certificate No. R.008.
2. The European Union Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these helicopters.

   State of Design ADs can be obtained directly from the EASA website at: http://ad.easa.europa.eu/

   The ADs in this schedule are aligned with those applicable ADs issued by Direction générale de l'Aviation civile (DGAC) and European Union Aviation Safety Agency (EASA).
3. The date above indicates the amendment date of this schedule.
4. New or amended ADs are shown with an asterisk *

Contents

DCA/EC130/1	Hydraulic Fluid - Replacement	4
DCA/EC130/2	Starflex Bush - Inspection	4
DCA/EC130/3	HSI – Inspection	4
DCA/EC130/4	Hawker Pacific TRW-SAMM Main Servocontrols - Removal	5
DCA/EC130/5A	Collective Friction – Modification and Inspection	5
DCA/EC130/6	Air Intake Cowling Attachment Fittings - Inspection	6
DCA/EC130/7A	Flight Control Stops – Inspection and Modification	6
DCA/EC130/8A	Fuel Transfer Line – Inspection and Rework	7
DCA/EC130/9	Fuel Bleed Lever - Modification	7
DCA/EC130/10C	Cabin Vibration Damper Assemblies – Inspection and Modification	8
DCA/EC130/11A	Engine Twist Grip Control – Inspection and Modification	9
DCA/EC130/12	Lateral Cargo Hold Doors – Operation	9
DCA/EC130/13	Tail Rotor Drive Tube/Flange Attachment – Inspection and Replacement	10
DCA/EC130/14A	Battery Overheat Sensing Circuit - Modification	10
DCA/EC130/15	Cancelled – DCA/EC130/21 refers	10
DCA/EC130/16	Cancelled – EASA AD 2026-0089 refers	10
DCA/EC130/17A	Emergency Flotation Gear Electrical Harnesses – Inspection & Modification	10
DCA/EC130/18	Main & Tail Rotor Servo Controls – Inspection and Rework	11
DCA/EC130/19A	Cancelled – DCA/EC130/27 refers	11
DCA/EC130/20	Energy Absorbing Seats - Modification	11
DCA/EC130/21	Twist Grip Assembly – Inspection and Replacement	12
DCA/EC130/22	Cancelled – DCA/EC130/23 refers	13
DCA/EC130/23	Starter Generator Damping Assembly – Adjustment and Marking	13
DCA/EC130/24	Cancelled – DCA/EC130/29 refers	13
DCA/EC130/25	Cancelled – EASA AD 2013-0061 refers	13
DCA/EC130/26	Emergency Flotation Gear Wiring – Inspection, Rework and Modification	13
DCA/EC130/27A	Centre Windscreen – AFM Amendment and Replacement	14
DCA/EC130/28	Cancelled – EASA AD 2014-0114-E refers	15
DCA/EC130/29	Emergency Flotation Gear – Inspection and Modification	15

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at: Links to state of design

airworthiness directives | aviation.govt.nz If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below. 16
2013-0061 Cancelled – EASA AD 2013-0191-E refers 16
2013-0088 Cancelled – EASA AD 2015-0132 refers 16
2013-0093 Cancelled – EASA AD 2015-0020 refers 16
2013-0191-E Cancelled – EASA AD 2017-0052 refers 16
2013-0287 Cancelled – EASA AD 2021-0195 Refers 16
2014-0114R2 Tail Boom Fenestron Junction Frame – Inspection and Repair 16
2014-0132R1 Rotating Star Swashplate – Inspection 16
2014-0145R1 Cancelled – EASA AD 2015-0033-E refers 16
2014-0229R1 Main Gearbox Oil Cooler Fan Hopper – Inspection 16
2015-0020 Cancelled – EASA AD 2020-0095 refers 17
2015-0033R1 Cancelled – EASA AD 2016-0240 refers 17
2015-0094 Cancelled by EASA on 3 September 2021 17
2015-0132 Cancelled – EASA AD 2021-0194 Refers 17
2016-0023 Main Gearbox Casings – Inspection 17
2016-0240 Cancelled – EASA AD 2017-0066-E 17
2017-0032 Cancelled by EASA on 11 August 2021 17
2017-0052 Cancelled – EASA AD 2017-0059 refers 17
2017-0059 Cancelled – EASA AD 2023-0133 refers 17
2017-0062 Collective Pitch Control – Inspection 17
2017-0066-E Cancelled – EASA AD 2017-0080 refers 17
2017-0080 Cancelled – EASA AD 2018-0104 refers 17
2017-0089R1 Main Rotor Mast Upper Bearing - Inspection 17
2018-0104R2 Tail Boom Fenestron Junction Frame - Inspection 18
2018-0152 Cancelled – EASA AD 2022-0128 refers 18
2018-0182 Tail Rotor Blade - Reduced Life Limitation 18
2018-0206 Mast Upper Bearing Sealant Bead/Inner Race Retaining Rings - Inspection 18
FAA AD 2018-25-17 Air Comm Corp Air Conditioning System – Inspection 18
2019-0001 Cancelled – EASA AD 2020-0069 refers 18
2019-0184 Main Rotor Servo Actuators – Inspection 18
2019-0225-E MGB Drive Shaft / Engine Coupling – Inspection 18
2020-0064 Emergency Flotation System – Inspection 18
2020-0069 Sliding Door Opening Mechanism – Inspection 18
2020-0095 Sliding Door Star Support – Inspection 19
2020-0187 Tail Rotor Blades – Inspection 19
2021-0048 Cancelled – EASA AD 2023-0064 refers 19
2021-0168 Cancelled – EASA AD 2024-0018 refers 19
2021-0194R1 Cancelled – EASA AD 2024-0133 refers 19
2021-0195 Engine Digital ECU Emergency Procedure – AFM Amendment 19
2021-0216 Engine to MGB Coupling Shaft – Inspection 19
2021-0235-E Cancelled – EASA AD 2021-0283-E refers 19
2021-0283R1 Cancelled – EASA AD 2023-0028 refers 19
2022-0053 Skid Type Landing Gear – Inspection 19
2022-0077-E Flight Control Flexball Cables - Replacement 19
2022-0128 Main Gearbox Bracket Bolts - Inspection 19
2022-0150R1 Tail Rotor Blades - Inspection 20
2022-0251-E Cancelled - EASA AD 2023-0190-E refers 20
2023-0028 Cancelled - EASA AD 2023-0214 refers 20
2023-0044 Main Gearbox Planet Gear - Inspection 20
2023-0064 Main Rotor Pitch Rod Upper Links - Inspection 20
2023-0107 (Correction) Cargo Swing Frame - Inspection 20
2023-0127 Main Gearbox Engine Coupling - Inspection 20
2023-0133 Cancelled – EASA AD 2023-0187 refers 20
2023-0166 Emergency Floatation System Supply Hose - Inspection 20

2023-0190R1	Cancelled - EASA AD 2024-0144 refers	20
2023-0187R1	Microswitches - Inspection	21
2023-0214R1	Tail Rotor Drive Shaft / Rear Transmission Bearing Support - Modification	21
2024-0018	Indicating / Recording Systems Control Unit – Inspection	21
2024-0113	Tail Rotor Hub Tension-Torsion Bars – Inspection	21
2024-0133	Airworthiness Limitations Section - Amendment	21
2024-0144R1	Tail Rotor Drive Shaft - Inspection	21
2024-0232	Door Star Support - Modification	21
2025-0025	Emergency Release Control of Cargo Swing Installation – Inspection	22
2025-0062	Main Rotor Blades – Replacement	22
2025-0137	Cancelled – EASA AD 2026-0101 refers	22
* 2025-0159R1	Sliding Door Placards and Markings - Installation	22
2025-0249-E	Cancelled – EASA AD 2025-0262-E refers	22
2025-0262-E	Tail Rotor Drive Centre Shaft Assembly – Inspection / Replacement / Life Limit	22
* 2026-0052R2	Fuse Cover Attachment of Circuit Breaker Panel - Modification	22
2026-0089	Starter Generator Limitation Label - Installation	22
2026-0101	Airworthiness Limitations Section - Amendment	22
2026-0111	Tail Rotor Drive Shaft Sleeves - Inspection	22
2026-0132	Main Rotor Servos Upper Ball Bearing Ends - Inspection	23
2026-0146	Mechanical Dropping Control - Inspection	23

DCA/EC130/1 Hydraulic Fluid - Replacement

Applicability: Model EC 130B4 pre mod 073718

Requirement: The use of hydraulic fluid MIL-H-5606 (NATO code H-515) is prohibited for servo-controls on these aircraft.

1. To prevent replenishment with this fluid, modify the labels on the hydraulic reservoirs per para 2.B.1 of Eurocopter Alert Telex 29A001.

2. If MIL-H-5606 hydraulic fluid has been used on the aircraft, drain, and flush the hydraulic system before replenishing them with MIL-H-83282 hydraulic fluid per the instructions in para 2.B.2 of Telex 29A001.

(DGAC AD 2001-501-001(A) R1 refers)

Compliance: 1. Before next flight.

2. Within 50 hours TIS.

Effective Date: 28 November 2002

DCA/EC130/2 Starflex Bush - Inspection

Applicability: EC 130B4 equipped with 'Starflex' P/N 350A31.1916.00 prior to incorporation of mod 076221.

Requirement: 1. To detect bonding failure of the metal bush installed in each 'Starflex' arm end, inspect adhesive bead of the metal bush bonded onto each starflex star arm end. Ensure there is no gap between the adhesive bead and the bush per para 2 of EC 130 Alert Telex 05A001 R2. If a gap is found, replace the starflex before further flight.

2. Install stop stud at the bottom of each frequency adapter (MOD 076221) per para 2 of EC130 ASB 62A001.

(DGAC AD 2001-559-002(A)R3 refers)

Compliance: 1. Before further flight and thereafter during each pre-flight inspection.

2. By 28 November 2002

Effective Date: 28 November 2002

DCA/EC130/3 HSI – Inspection

Applicability: EC130B4 equipped with HSI KI 525A

Requirement: To prevent navigational errors due to incorrect installation of the HSI KI 525A, P/N 066-3046-07, accomplish the following:

Check the P/N of the HSI KI 525A installed on the aircraft. If the P/N is 066-3046-07, comply with the instructions of para 2.A.1 or 2.A.2 of EC130 Alert Telex 34A002 as appropriate to the aircraft installation.

(DGAC AD 2002-279-003(A) refers)

Compliance: Before further flight.

Effective Date: 28 November 2002

DCA/EC130/4 Hawker Pacific TRW-SAMM Main Servocontrols - Removal

Applicability: Model EC130 B4 equipped with TRW-SAMM main servo controls P/N SC 8042 or SC 8043 which underwent their last complete overhaul or repair at Hawker Pacific Aerospace, USA, before 1 March 2002

Requirement: To prevent incorrect tightening torque on the end-fitting that attaches the servo control cylinder to the upper ball end-fitting from causing separation of the upper end-fitting and loss of control of the helicopter, remove the subject servo controls and return them to Hawker Pacific Aerospace for a check of the thread condition and application of the tightening torque per EC 130 Alert Telex 67A001.

(DGAC AD 2002-316-004(A) refers)

Compliance: For servo controls with less than 1000 hours TTIS, replace within next 550 hours TIS or by 27 June 2003, whichever occurs first.
For servo controls with between 1000 and 1300 hours TTIS, replace before 1550 hours TTIS or by 28 March 2003, whichever occurs first.
For servo controls with 1300 or more hours TTIS, replace within next 250 hours TIS or by 28 December 2002, whichever occurs first.

Effective Date: 28 November 2002

DCA/EC130/5A Collective Friction – Modification and Inspection

Applicability: Model EC 130 B4 aircraft not embodied with modification 07-3791.

Note: No action required if already in compliance with DCA/EC130/5. The applicability of this AD revised to exclude those aircraft embodied with modification 07-3791.

Requirement: To prevent possible binding of the collective in the full up position and possible loss of aircraft control accomplish the following:

1. Secure each pad and spherical bearing element to the lever using adhesive per paragraph 2.B.1 of Eurocopter EC 130 ASB No. 67A003 dated 25 November 2004.

2. Subsequent to the modification in requirement 1, reinspect per paragraph 2.B.2 of ASB No. 67A003 to check the bonding quality.

(DGAC AD 2002-607R1 refers)

Compliance: 1. Within 100 hours TIS or by 27 February 2009 whichever occurs first, unless previously accomplished.

2. Reinspect within 100 hours TIS or 13 months following compliance with requirement 1 whichever occurs first, unless previously accomplished.

Effective Date: DCA/EC130/5 - 19 December 2002
DCA/EC130/5A - 27 November 2008

DCA/EC130/6 Air Intake Cowling Attachment Fittings - Inspection

Applicability: Model EC 130B4 equipped with air intake cowling attachment fittings 350A25-0405-00, -01, -02, -03, -04, -05.

Requirement: To prevent loss of air intake cowling in flight, accomplish the following:-

Visually check the condition of the two forward fittings per Eurocopter ASB EC 130 53A004. If one or two forward fittings are failed or cracked, check the condition of the centre and aft fittings. If any fittings are failed, replace them before further flight.

If one or more, (forward, centre or aft) fittings are cracked:
Before further flight, replace each cracked fitting if it has more than 2 cracks or a single crack that is longer than 10 mm.

A cracked fitting which has 1 or 2 cracks or a single crack equal to or less than 10 mm in length, may remain in service after stopping the crack(s). Repetitive inspections are required at intervals not to exceed 20 hours TIS.

(DGAC AD U2003-358(A) refers)

Compliance: At 100 hours TTIS or within next 10 hours TIS whichever is the later, and thereafter at intervals not to exceed 100 hours TIS.

Effective Date: 20 September 2003

DCA/EC130/7A Flight Control Stops – Inspection and Modification

Applicability: Model EC130 B4 aircraft which are not fitted with MOD 073206 or MOD 073102.

Requirement: To prevent loosening of the flight control stops which may restrict the travel of the flight controls, accomplish the following:

1. Check the flight control stop positions and adjust, if necessary, per paragraph 2.B.1 of Eurocopter EC130 ASB 67A004 revision 1 or later.

2. Double lock the flight control stop adjusting screws as per paragraph 2.B.2 of ASB 67A004.

(DGAC AD F-2003-322R1 refers)

Compliance: 1. Within 100 hours TIS.

2. Within 500 hours TIS.

Effective Date: DCA/EC130/7 - 18 December 2003
DCA/EC130/7A - 28 July 2005

DCA/EC130/8A Fuel Transfer Line – Inspection and Rework

Applicability: Model EC130 B4 fitted with an engine flush system.

Note 1: The applicability of this AD revised to only include those aircraft fitted with the optional engine flush system.

Requirement: To prevent chafing damage between the fuel transfer line and the air bleed valve exhaust duct, inspect the condition of the fuel transfer line, the condition of the air exhaust duct and the clearances in the interference area per the instructions in paragraph 2.B.1 of Eurocopter EC 130 ASB No. 71A001.

If any wear marks are found accomplish the following:

If the wear marks are less than or equal to 0.05 mm, accomplish the maintenance procedure defined in the Engine Maintenance Manual.

If the depth of the deepest wear mark is more than 0.05 mm and less or equal to 0.2 mm, replace the fuel line within the next 50 hours TIS or within one month whichever occurs sooner.

If the depth of the deepest wear mark is more than 0.2 mm, replace the fuel line before further flight.

If insufficient clearance is found between the fuel transfer line and the air bleed valve exhaust duct, reposition the air exhaust duct per paragraph 2.B.2 of ASB No. 71A001 before further flight.

If the exhaust duct is found perforated, replace the duct before performing an engine flush.

Note 2: Position the air exhaust duct per paragraph 2.B.2 of of ASB No. 71A001 whenever a air bleed valve exhaust duct if fitted, or whenever work is carried out on a duct.

(DGAC AD F-2003-209 refers)

Compliance: Within the next 50 hours TIS unless previously accomplished, and thereafter whenever work is performed on the air bleed valve exhaust duct.

Effective Date: DCA/EC130/8 - 18 December 2003
DCA/EC130/8A - 27 August 2009

DCA/EC130/9 Fuel Bleed Lever - Modification

Applicability: EC 130 B4 helicopters pre-MOD 073239.

Requirement: To prevent the possible loss of the fuel bleed lever in flight, which may result in damage to the tail rotor, remove and modify the fuel bleed lever in compliance with Eurocopter EC 130 Alert Service Bulletin No. 28A001.

(DGAC AD F-2004-034 refers)

Compliance: Within 100 hours TIS

Effective Date: 25 March 2004

DCA/EC130/10C Cabin Vibration Damper Assemblies – Inspection and Modification

Applicability: All model EC 130 B4 aircraft fitted with all P/N cabin vibration damper blades with MOD 073565 not embodied.

Requirement: To prevent failure of the blades of the cabin vibration damper assemblies, which could lead to the jamming of the flight controls bellcrank, accomplish the following:

1. Inspect the visible areas of the blades of each of the cabin vibration damper assemblies which are installed on both the RH and LH sides of the aircraft for cracks, per Eurocopter EC 130 Alert Service Bulletin (ASB) No. 05A002.

Replace cracked blades per EC 130 ASB No. 05A002, before further flight.

Note 1: After blade replacement, continue inspecting the blades for cracks, per EC 130 ASB 05A002 at every daily post flight inspection, until accomplishment of requirement 2, which is a terminating action to the requirements of this AD.

2. For aircraft with MOD 073521 (SB No. 53-006) and MOD 073525 (SB No. 53-007) not embodied:

Install a vibration damper/casing assembly on the RH and LH side of the helicopter, per the instructions in paragraphs 2.B.1, 2.B.2. and 2.B.5. of Eurocopter EC 130 Alert Service Bulletin (ASB) No. 53A008.

3. For aircraft with MOD 073521 (SB No. 53-006) embodied or with MOD 073525 (SB No. 53-007) embodied:

Install a vibration damper/casing assembly on the RH and LH side of the aircraft, per the instructions in paragraphs 2.B.1, 2.B.3. and 2.B.5. of ASB No. 53A008.

(EASA AD 2006-0278 refers)

Compliance: 1. At every daily post flight inspection.

Note 2: Compliance with requirement 1 of this AD maybe accomplished by adding the daily post flight inspection to the tech log.

2. & 3. By 31 March 2007.

Effective Date: DCA/EC130/10A - 28 July 2005
DCA/EC130/10B - 29 September 2005
DCA/EC130/10C - 28 September 2006

DCA/EC130/11A Engine Twist Grip Control – Inspection and Modification

Applicability: All model EC 130B4 aircraft fitted with twist grips with MOD 073773 not embodied.

Requirement: To prevent the twist grip assembly jamming in the idle position, accomplish the following:

1. Inspect and functionally check the twist grip assembly, per the instructions in paragraph 2.B.2. of Eurocopter EC 130 Alert Service Bulletin (ASB) No. 05A003.

2. Modify the twist grip assemblies per paragraph 2.B. of Eurocopter EC 130 Alert Service Bulletin (ASB) No. 67A009.

(EASA 2006-0272 refers)

Note 1: Every time work is carried out in the area of the twist grip assembly, which may lead to ingress of foreign objects (e.g. chips), accomplish the instructions per paragraph 2.B.2. of ASB No. 05A003.

Note 2: Accomplishment of requirement 2 is a terminating action to the requirements of this AD.

Note 3: Before installing twist grip assemblies held as spares, accomplish the instructions in paragraph 2.B.6. of ASB No. 67A009.

Compliance: 1. Within the next 30 hours TIS, unless already accomplished within the last 100 hours TIS, and thereafter at intervals not exceeding 100 hours TIS.

2. By 31 December 2006.

Effective Date: DCA/EC130/11 - 29 September 2005
DCA/EC130/11A - 28 September 2006

DCA/EC130/12 Lateral Cargo Hold Doors – Operation

Applicability: Model EC 130 B4 helicopters fitted with one or two lateral cargo hold doors and not modified per MOD 073542.

Requirement: To prevent the loss of the cargo hold doors in flight, due to aerodynamic loads and the center lock of the cargo hold doors being unlocked, key-lock the center lock of the right and left lateral cargo hold doors, per the instructions given in paragraph 1.E.2.a. of Eurocopter EC 130 Alert Service Bulletin No. 04A001.

(DGAC AD F-2004-066 R1 refers)

Note 1: The embodiment of MOD 073542 (i.e. compliance with Eurocopter EC 130 SB No. 52-005) on both lateral cargo hold doors, is a terminating action to the requirements of this AD.

Compliance: Before every flight.

Note 2: Certify AD compliance at time of raising tech log or equivalent.

Effective Date: 1 December 2005

DCA/EC130/13 Tail Rotor Drive Tube/Flange Attachment – Inspection and Replacement

Applicability: All EC 130 B4 aircraft delivered before 01 January 2005.

Requirement: To detect loosened rivets in the tube-to-flange attachment of the tail rotor drive center section shaft, iinspect the tube-to-flange attachment of the tail rotor drive center section shaft for cracks and loose rivets, per the instructions given in paragraph 2.B. of Eurocopter Alert Service Bulletin (ASB) Bulletin No. 65A002.

Check the perpendicularity of the No. 1 bearing, per the instructions given in paragraph 2.B. of ASB 65A002.

If a crack or loose rivet is found, replace the tail rotor drive center section shaft, prior further flight.

If the out-of-perpendicularity of the bearing is more than 0.1 mm, apply the corrective procedure per paragraph 2.B.2. of ASB 65A002.
(DGAC AD F-2005-190 refers)

Compliance: Within 50 hours TIS or by 22 March 2006, whichever is the sooner.

Effective Date: 22 December 2005

DCA/EC130/14A Battery Overheat Sensing Circuit - Modification

Applicability: All model EC 130 B4 aircraft which do not have MOD 07 3572 embodied.

Requirement: To prevent fire in the event of thermal runaway of the battery, due to the battery overheat sensing function failing to operate, modify the wiring of the battery overheat sensing circuit, per paragraph 2.B. of Eurocopter Alert Service Bulletin (ASB) No. 24A001.
(EASA 2006-0246 refers)

Note: This modification to the wiring of the battery overheat sensing circuit is to be embodied irrespective whether the battery is located in the RH side baggage hold or the tail boom.

Compliance: Within the next 100 hours TIS or by 31 October 2006, whichever is the sooner.

Effective Date: DCA/EC130/14 - 30 March 2006
DCA/EC130/14A - 28 September 2006

DCA/EC130/15 Cancelled – DCA/EC130/21 refers

Effective Date: 30 October 2008

DCA/EC130/16 Cancelled – EASA AD 2026-0089 refers

Effective Date: 4 June 2026

DCA/EC130/17A Emergency Flotation Gear Electrical Harnesses – Inspection & Modification

Applicability: Model EC 130 B4 aircraft, all S/Ns embodied with MOD 073774 and not embodied with MOD 073591 (drawing 350A085340).

Note 1: This AD revised to clarify the applicability with no change to the AD requirement. This AD is not applicable to aircraft embodied with MOD 073591 (drawing 350A085340).
MOD 073774 introduces screws and nuts in lieu of blind nuts for the attachment of the lower fairings and drawing 350A085342 is a temporary solution to ensure there is no interference between the electrical harness and the ends of the attachment screws.

Requirement: To prevent the lower fairing structure attachment screws interfering with the electrical harnesses and possibly causing short circuits and resulting in the inflation of the emergency floatation gear, accomplish the following:

1. Aircraft not embodied with drawing 350A085342:

Inspect the condition of the electrical harnesses and their attachment, and accomplish the corrective actions, as required per the instructions in paragraphs 2.B.1 through to 2.B.3 (drawing 350A085342) and 2.B.5 of Eurocopter EC 130 B4 ASB No. 88A001 revision 1 dated 17 April 2007 or later approved revisions.

2. All affected aircraft:

Inspect the condition of the electrical harnesses and accomplish the corrective actions per paragraphs 2.B.1., 2.B.2.a., 2.B.4. (MOD 073591 and drawing 350A085340) and paragraph 2.B.5. of ASB No. 88A001.

(EASA AD 2006-0344R1 refers)

Note 2: Accomplishing requirement 2 is a terminating action to this AD.

Note 3: Eurocopter EC 130 B4 ASB No. 88A001 pertains to drawings 350A085340 and 350A085342.

Compliance: 1. Within the next 10 hours TIS unless previously accomplished.

2. Within the next 500 hours TIS or by 25 September 2009, whichever occurs sooner.

Effective Date: DCA/EC130/17 - 22 November 2006
DCA/EC130/17A - 25 June 2009

DCA/EC130/18 Main & Tail Rotor Servo Controls – Inspection and Rework

Applicability: Model EC 130 B4 aircraft, all S/N

Fitted with Goodrich main or tail rotor servo-controls with the following P/N and S/N with no letter “R” marked in the inspection box of the servo-control identification plate:

P/N SC8042, S/N 1590, 1591, 1592, 1593, 1616 or 1618.

P/N SC8043, S/N 865, 866, 867 or 881.

Requirement: To prevent the incorrect installation of the servo-control cap from not mechanically limiting the rotation of the distributor, which could result in loss of aircraft rotor control, accomplish the following:

1. Inspect the aircraft and/or the aircraft log books to verify the P/N and S/N of the main rotor and tail rotor servo-controls in accordance with the instructions in paragraph 1.A of Eurocopter EC 130 Alert Service Bulletin (ASB) No. 67A010.

2. Replace all affected servo-controls per the instructions in paragraph 2.B. of EC 130 ASB No. 67A010.

Note: Affected servo-controls may not be fitted to any aircraft unless they have been returned to conformity per the instructions in paragraph 2.B. of EC 130 ASB No. 67A010.

(EASA AD 2007-0099 refers)

Compliance: 1. By 31 July 2007.

2. At the next removal of the servo-controls or by 31 May 2009, whichever is the later.

Effective Date: 31 May 2007

DCA/EC130/19A Cancelled – DCA/EC130/27 refers

Effective Date: 23 December 2010

DCA/EC130/20 Energy Absorbing Seats - Modification

Applicability: Model EC 130 B4 aircraft, all S/N not embodied with modification 073380, fitted with SICMA Type 159 energy-absorbing seats.

Requirement: To prevent any degradation in operation of the “energy-absorbing” system of the seats, which could cause injury to passengers or flight crew in the event of an

emergency landing, remove the metallization braid of SICMA Type 159 energy absorbing seats per the instructions in Eurocopter Alert Service Bulletin (ASB) No. 25A025.

(EASA AD 2007-0311 refers)

Compliance: Within the next 100 hours TIS or by 30 April 2008, whichever occurs sooner.

Effective Date: 31 January 2008

DCA/EC130/21 Twist Grip Assembly – Inspection and Replacement

Applicability: All model EC 130 B4 aircraft, all S/N fitted with a twist grip assembly on the pilot side with P/N 350A27520900, 350A27520901, 350A27520902 or 350A27520903 with S/N up to 63, or

Fitted with a twist grip assembly on the co-pilot side with P/N 350A27521201 with S/N all through 10 and 22 all through 66, or

Fitted with a twist grip assembly on the co-pilot side with P/N 350A27521201 with S/N 11 through to 21 which does not have a letter “V” on the lever base.

Note 1: This AD supersedes DCA/EC130/15. The applicability and requirement of this AD revised to mandate the replacement of drive tubes of certain twist grip assemblies.

Requirement: To prevent the engine remaining at idle, even though the twist grip has been turned back to the “FLIGHT” position, which may be due to non-compliant surface preparation of the twist grip drive tube and the control pinion bonded attachment, accomplish the following:

1. For aircraft fitted with a twist grip assembly on the co-pilot side with P/N 350A27521201 with S/N 11 through to 21 which does not have a letter “V” on the lever base:

Amend the limitations section of the AFM to include the following limitation:

With autorotation training a full autorotation manoeuvre must be carried out until touchdown.

Note 2: Requirement 1 can be accomplished by inserting a copy of this AD into the limitations section of the AFM.

2. For aircraft fitted with a twist grip assembly on the co-pilot side with P/N 350A27521201 with S/N 11 through to 21 which does not have a letter “V” on the lever base:

Replace the drive tube and mark the collective lever per the instructions in paragraph 2.B. of Eurocopter EC 130 ASB No. 76A002 or later approved revisions, and remove the AFM amendment mandated by requirement 1.

3. A twist grip assembly P/N 350A27521201 with S/N 11 through to 21 which does not have a letter “V” on the lever shall not be fitted to any aircraft unless the drive tube is replaced and the collective lever marked per the instructions in paragraphs 2.B.2 and 2.B.3 of ASB No. 76A002.

4. A twist grip assembly P/N 350A27520900, 350A27520901, 350A27520902 or 350A27520903 with S/N up to 63 shall not be fitted on the pilot side of any aircraft, and a twist grip assembly P/N 350A27521201 with S/N all through 10 and 22 all through 66 shall not be fitted on the co-pilot side of any aircraft unless the bonding between the control pinion and the drive tube has been checked per paragraph 2.B.3. of Eurocopter EC 130 ASB No. 76A001 revision 1 or later approved revisions.

(EASA AD 2008-0184 refers)

Compliance:

1. By 30 November 2008.
2. Within 100 hours TIS or 30 July 2009 whichever occurs sooner.
3. From 30 October 2008.
4. From 30 October 2008.

Effective Date: 30 October 2008

DCA/EC130/22 Cancelled – DCA/EC130/23 refers

Effective Date: 4 March 2009

DCA/EC130/23 Starter Generator Damping Assembly – Adjustment and Marking

Applicability: Model EC 130 B4 aircraft, all S/N fitted with an Arriel engine and an Aircraft Parts Corporation (APC) starter generator P/N 150SG122Q or P/N 200SGL130Q without a "004" mark on the data plate.

Note: This AD supersedes DCA/EC130/22 and introduces a new adjustment procedure to improve the performance of the APC starter generator damping assembly.

Requirement: To prevent failure of the 41 tooth pinion in the engine accessory gear box due to an inoperative starter generator torque damping system which could result in loss of engine power, accomplish the following:

1. Adjust and mark the APC starter generator per the instructions in paragraph 2.B.2 of Eurocopter EC130 ASB No. 80A003 revision 1 dated 06 February 2009 or later approved revisions.

2. An affected starter generator shall not be fitted to any aircraft unless it has been adjusted and marked per EC130 ASB No. 80A003.

(EASA AD 2009-0027 refers)

Compliance: 1. Within the next 100 hours or by 4 June 2009, whichever occurs sooner.

2. From 4 March 2009.

Effective Date: 4 March 2009

DCA/EC130/24 Cancelled – DCA/EC130/29 refers

Effective Date: 27 October 2011

DCA/EC130/25 Cancelled – EASA AD 2013-0061 refers

Effective Date: 25 March 2013

DCA/EC130/26 Emergency Flotation Gear Wiring – Inspection, Rework and Modification

Applicability: Model EC 130 B4 helicopters, all S/N delivered before 15 April 2010 and fitted with a flotation gear unit "1G", P/N 350A63256300.

Requirement: To prevent uncontrolled in-flight deployment of the emergency flotation gear which could result in an aircraft pitch down attitude, unexpected aircraft deceleration and reduced aircraft control, accomplish the following:

1. Visually inspect the flotation gear unit "1G" to determine whether the flotation gear unit P/N 350A63256300 has an asterisk (*) suffix per the instructions in paragraph 2.B.3.a. of Eurocopter EC130 ASB No 25A037 dated 27 April 2010 or later EASA approved revisions.

If the flotation gear unit P/N 350A63256300 has an asterisk (*) suffix determine whether a rubber extrusion is fitted on the stringer per the instructions in paragraph 2.B.3.a. of the ASB before further flight. If a rubber extrusion is not found fitted accomplish requirement 2 of this AD.

If the flotation gear unit P/N 350A63256300 does not have an asterisk (*) suffix accomplish requirement 3 of this AD before further flight.

2. For flotation gear units P/N 350A63256300 that have an asterisk (*) suffix and do not have a rubber extrusion fitted:

Install a rubber extrusion per the instructions in paragraph 2.B.5.a. of ASB No 25A037 and accomplish a functional test per the instructions in paragraph 2.B.6. of ASB No 25A037.

3. For flotation gear units P/N 350A63256300 that do not have an asterisk (*) suffix:

Inspect the internal condition of the flotation gear unit “1G” per the instructions in paragraph 2.B.3.b. of the ASB and accomplish corrective actions as required.

4. Install a manufacturer approved flotation gear unit “1G” per the instructions in paragraph 2.B.2.a of ASB No 25A037, install a rubber extrusion per the instructions in paragraph 2.B.5.a. of ASB No 25A037 and accomplish a functional test per the instructions in paragraph 2.B.6. of ASB No 25A037.

5. A flotation gear unit "1G", P/N 350A63256300 shall not be fitted to any aircraft unless it has been identified, modified and reconditioned per the requirements in this AD.

(EASA AD 2010-0088-E refers)

Compliance: 1. Within the next 15 hours TIS.

2. By 10 August 2010.

3. Before further flight after requirement 1 is accomplished, and thereafter analyse the results and perform the relevant corrective actions, either once or repetitively as required, per the criteria and the compliance times specified in the flow chart on page 4 of ASB No 25A037. Note: Page 4 of ASB No 25A037 provides the interpretation of results after compliance with the instructions given in paragraph 2.B.3.b. of ASB No 25A037.

4. By 10 January 2010 unless previously accomplished per requirement 3 of this AD.

5. From 10 May 2010.

Effective Date: 10 May 2010

DCA/EC130/27A Centre Windscreen – AFM Amendment and Replacement

Applicability: Model EC 130 B4 helicopters, all S/N not embodied with Eurocopter MOD 07 3590 approved 8 April 2009.

Affected centre windshield panels are P/N 350A259025.00, 350A259004.00 and 350A259041.20. These panels do not have MOD 07 3590 embodied.

Note 1: No AD action required for aircraft fitted with centre windshield panel P/N 350A259045.20 (MOD 07 3590). DCA/EC130/27A revised to introduce CAA AFM supplement ‘Centre Windshield Inspection Requirements’ dated 28 July 2011 which has been revised to introduce MOD 07 3590 as a terminating action for the limitations specified in the supplement. The supplement is applicable to aircraft not embodied with MOD 07 3590.

Requirement: To prevent failure of the centre windshield panel in flight, accomplish the following:

1. Amend the limitations section of the EC 130 B4 AFM (AIR 2782) and insert the CAA AFM supplement ‘Centre Windshield Inspection Requirements’ dated 28 July 2011 facing page 2-ii. Compliance with the limitations section is mandatory.

2. Replace the centre windshield panel with P/N 350A259045.20 per the instructions in paragraph 2.B.3 of the Eurocopter EC130 B4 ASB No. 05A005 revision 2, dated 22 November 2010 or later approved revisions, and remove the placard and the AFM amendment introduced by requirement 1 of this AD.

Note 2: The replacement of the centre windshield panel with P/N 350A259045.20 is a terminating action for the AFM limitations and repetitive inspections introduced by requirements 1 of this AD.

(EASA AD 2010-0258 refers)

Compliance: 1. Before further flight for aircraft not embodied with Eurocopter MOD 07 3590.

2. If centre windshield distortion is detected in flight, replace within the next 50 hours TIS, or within the next 15 days whichever occurs sooner.

Effective Date: DCA/EC130/27 - 23 December 2010
DCA/EC130/27A - 28 July 2011

DCA/EC130/28 Cancelled – EASA AD 2014-0114-E refers

Effective Date: 12 May 2014

DCA/EC130/29 Emergency Flotation Gear – Inspection and Modification

Applicability: Model EC 130 B4 aircraft, all S/N fitted with the following emergency flotation gear:

Left hand (LH) flotation gear P/N 217227-0 fitted with float P/N 217174-0, and

Right hand (RH) flotation gear P/N 217228-0 fitted with float P/N 217195-0.

Note 1: This AD supersedes DCA/EC130/24 to introduce a terminating action to the repetitive inspections mandated by this AD.

Requirement: To prevent failure of the emergency floats due to possible compartment punctures/damage caused by protruding sections of the supply bars and banjo unions which could result in loss of flotation effectiveness in the event of an emergency ditching, accomplish the following:

1. Inspect the LH and RH emergency flotation gear per the instructions in paragraph 2 of Eurocopter EC 130 ASB No. 05A008 dated 8 June 2009 or later approved revisions.

If any defects are found accomplish the associated inspections and corrective actions per paragraph 2 of Eurocopter EC 130 ASB No. 05A008 before further flight.

2. Modify the emergency flotation gear installation per the instructions in paragraph 3.B.1 of Eurocopter EC130 ASB 25A042 dated 11 July 2011 or later approved revisions.

3. Affected emergency flotation gear listed in the applicability of this AD shall not be fitted on any helicopter, unless it has been modified per the instructions in paragraph 3.B of EC130 ASB 25A042.

Note 2: The accomplishment of requirement 3 is a terminating action to the repetitive inspections mandated by this AD.

(EASA AD 2011-0185 refers)

Compliance: 1. Before accumulating 300 hours TIS since initial installation, or last overhaul, or within the next 50 hours TIS or 30 days whichever occurrs later since 24 September 2009 (the effective date of DCA/EC130/24), and thereafter at intervals not to exceed 300 hours TIS.

2. Within the next 300 hours TIS or by 27 April 2013 whichever occurs sooner.

3. From 27 October 2011.

Effective Date: 27 October 2011

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at:
Links to state of design airworthiness directives | aviation.govt.nz
If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.

2013-0061 Cancelled – EASA AD 2013-0191-E refers

Effective Date: 23 August 2013

2013-0088 Cancelled – EASA AD 2015-0132 refers

Effective Date: 22 July 2015

2013-0093 Cancelled – EASA AD 2015-0020 refers

Effective Date: 25 February 2015

2013-0191-E Cancelled – EASA AD 2017-0052 refers

Effective Date: 7 April 2017

2013-0287 Cancelled – EASA AD 2021-0195 Refers

Effective Date: 3 September 2021

2014-0114R2 Tail Boom Fenestron Junction Frame – Inspection and Repair

Applicability: EC 130 B4 helicopters, all S/N except those helicopters embodied with modification (mod) 073880 or mod 074609 (Reinforcement of the tail boom/Fenestron junction), or mod 074775 (Reinforcement of the Fenestron frame by installing 4 carbon patches), and those helicopters which have been repaired in accordance with Repair Design Approval Sheet No. 350 53 522 07, or 350 53 521 10, or 350 53 524 10, or 350 53 525 10, or 350 53 526 10, or 350 53 511 11, or 350 53 512 11, or 350 53 523 11, or 350 53 504 12, or AE11-0205, or AE11-0380.

Note: Tail boom assembly S/N TB 7377 is not affected by this AD.

Effective Date: EASA AD 2014-0114 - 12 May 2014
EASA AD 2014-0114R1 - 1 June 2016
EASA AD 2014-0114R2 - 31 May 2018

2014-0132R1 Rotating Star Swashplate – Inspection

Applicability: EC130 B4 and T2 helicopters, all S/N fitted with a swashplate assembly comprising a rotating star with P/N 350A371003-04, 350A371003-05, 350A371003-06, 350A371003-07 or 350A371003-08.

Effective Date: 2014-0132 - 9 June 2014
2014-0132R1 - 9 June 2014

2014-0145R1 Cancelled – EASA AD 2015-0033-E refers

Effective Date: 26 February 2015

2014-0229R1 Main Gearbox Oil Cooler Fan Hopper – Inspection

Applicability: EC130 T2 helicopters, all S/N except those helicopters embodied with modification (MOD) 074547 in production.

Effective Date: 2014-0229 - 22 October 2014
2014-0229R1 - 19 January 2016

2015-0020 Cancelled – EASA AD 2020-0095 refers

Effective Date: 13 May 2020

2015-0033R1 Cancelled – EASA AD 2016-0240 refers

Effective Date: 9 December 2016

2015-0094 Cancelled by EASA on 3 September 2021

Effective Date: 3 September 2021

2015-0132 Cancelled – EASA AD 2021-0194 Refers

Effective Date: 3 September 2021

2016-0023 Main Gearbox Casings – Inspection

Applicability: EC 130 B4 helicopters, all S/N fitted with a main gearbox (MGB) main casing P/N 350A32-3156-21 (fitted on assembly 350A32-3156-01), or P/N 350A32-3156-22 (fitted on assembly 350A32-3156-02), or fitted with a MGB bottom casing (sump) P/N 350A32-3119-05.

Effective Date: 5 February 2016

2016-0240 Cancelled – EASA AD 2017-0066-E

Effective Date: 25 April 2017

2017-0032 Cancelled by EASA on 11 August 2021

Effective Date: 11 August 2021

2017-0052 Cancelled – EASA AD 2017-0059 refers

Effective Date: 13 April 2017

2017-0059 Cancelled – EASA AD 2023-0133 refers

Effective Date: 27 July 2023

2017-0062 Collective Pitch Control – Inspection

Applicability: EC 130 B4 and T2 helicopters, all S/N.

Effective Date: 25 April 2017

2017-0066-E Cancelled – EASA AD 2017-0080 refers

Effective Date: 19 May 2017

2017-0080 Cancelled – EASA AD 2018-0104 refers

Effective Date: 31 May 2018

2017-0089R1 Main Rotor Mast Upper Bearing - Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Note: This AD revised to introduce an amended OEM ASB to clarify affected parts identification.

Effective Date: EASA AD 2017-0089 - 31 May 2017
EASA AD 2017-0089R1 - 30 June 2020

2018-0104R2 Tail Boom Fenestron Junction Frame - Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N, except those helicopters embodied with Airbus modification (mod) 074775, or mod 074581.

Note: Since EASA AD 2018-0104R1 was issued, EASA has determined that the compliance time to embody the modification on affected helicopters can be extended by an additional 12 months.

Effective Date: EASA AD 2018-0104 - 31 May 2018
EASA AD 2018-0104R1 - 23 December 2021
EASA AD 2018-0104R2 - 22 December 2022

2018-0152 Cancelled – EASA AD 2022-0128 refers

Effective Date: 28 July 2022

2018-0182 Tail Rotor Blade - Reduced Life Limitation

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 11 September 2018

2018-0206 Mast Upper Bearing Sealant Bead/Inner Race Retaining Rings - Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 4 October 2018

FAA AD 2018-25-17 Air Comm Corp Air Conditioning System – Inspection

Applicability: EC130B4 helicopters fitted with an Air Comm air conditioning system P/N EC130-202-1, EC130-202-2, EC130-202-3, EC130-202-4, EC130-202-5, EC130-202-6, EC130- 202-7, or EC130-202-8.

Effective Date: 22 January 2019

2019-0001 Cancelled – EASA AD 2020-0069 refers

Effective Date: 7 April 2020

2019-0184 Main Rotor Servo Actuators – Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 29 August 2019

2019-0225-E MGB Drive Shaft / Engine Coupling – Inspection

Applicability: EC 130 T2 helicopters, all S/N having accumulated (on the effective date of this AD) less than 300 hours TIS since first flight.

Effective Date: 13 September 2019

2020-0064 Emergency Flotation System – Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 2 April 2020

2020-0069 Sliding Door Opening Mechanism – Inspection

Applicability: EC 130 B4 helicopters, all S/N.

Effective Date: 7 April 2020

2020-0095 Sliding Door Star Support – Inspection

Applicability: EC 130 B4 helicopters, all S/N except those helicopters embodied with EC modification (MOD) 07 3796 or MOD 07 2921 in production.

Effective Date: 13 May 2020

2020-0187 Tail Rotor Blades – Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 4 September 2020

2021-0048 Cancelled – EASA AD 2023-0064 refers

Effective Date: 3 April 2023

2021-0168 Cancelled – EASA AD 2024-0018 refers

Effective Date: 25 January 2024

2021-0194R1 Cancelled – EASA AD 2024-0133 refers

Effective Date: 25 July 2024

2021-0195 Engine Digital ECU Emergency Procedure – AFM Amendment

Applicability: EC 130 T2 helicopters, all S/N fitted with an ARRIEL 2D engine.

Effective Date: 3 September 2021

2021-0216 Engine to MGB Coupling Shaft – Inspection

Applicability: EC 130 T2 helicopters, all S/N.

Effective Date: 7 October 2021

2021-0235-E Cancelled – EASA AD 2021-0283-E refers

Effective Date: 21 December 2021

2021-0283R1 Cancelled – EASA AD 2023-0028 refers

Effective Date: 15 February 2023

2022-0053 Skid Type Landing Gear – Inspection

Applicability: EC 130 T2 and EC 130 B4 helicopters, all S/N.

Effective Date: 6 April 2022

2022-0077-E Flight Control Flexball Cables - Replacement

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 2 May 2022

2022-0128 Main Gearbox Bracket Bolts - Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 28 July 2022

2022-0150R1 Tail Rotor Blades - Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: EASA AD 2022-0150 – 4 August 2022
EASA AD 2022-0150R1 – 25 July 2024

2022-0251-E Cancelled - EASA AD 2023-0190-E refers

Effective Date: 6 November 2023

2023-0028 Cancelled - EASA AD 2023-0214 refers

Effective Date: 21 December 2023

2023-0044 Main Gearbox Planet Gear - Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 30 March 2023

2023-0064 Main Rotor Pitch Rod Upper Links - Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Note: The repetitive visual inspections required at intervals not to exceed 10 hours TIS per requirement (2) of EASA AD 2023-0064 may be accomplished by adding the inspection requirement to the helicopter tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

If the markings on one, or both sides of a main rotor pitch rod upper link are found misaligned during the repetitive visual inspections, then an aircraft maintenance engineer must accomplish the corrective actions per requirement (3) of EASA AD 2023-0064 before further flight.

Effective Date: 3 April 2023

2023-0107 (Correction) Cargo Swing Frame - Inspection

Applicability: EC 130 B4 helicopters fitted with an onboard cargo hook P/N 704A41811035 and with any P/N cargo swing frame.

Effective Date: 29 June 2023

2023-0127 Main Gearbox Engine Coupling - Inspection

Applicability: EC 130 T2 and EC 130 B4 helicopters, all S/N with a date of manufacture before 13 February 2023 as defined in EASA AD 2023-0127.

Effective Date: 11 July 2023

2023-0133 Cancelled – EASA AD 2023-0187 refers

Effective Date: 30 November 2023

2023-0166 Emergency Floatation System Supply Hose - Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 8 September 2023

2023-0190R1 Cancelled - EASA AD 2024-0144 refers

Effective Date: 2 August 2024

2023-0187R1 Microswitches - Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: EASA AD 2023-0187 - 30 November 2023
EASA AD 2023-0187R1 - 27 March 2025

2023-0214R1 Tail Rotor Drive Shaft / Rear Transmission Bearing Support - Modification

Applicability: EC 130 T2 helicopters, all S/N embodied with Airbus Helicopters (AH) modification (mod) 074581, except those aircraft embodied with AH MOD 0720245, mod 0790004 and mod 0790006.

Effective Date: EASA AD 2023-0214 - 21 December 2023
EASA AD 2023-0214R1 - 24 September 2026

2024-0018 Indicating / Recording Systems Control Unit – Inspection

Applicability: EC 130 B4 helicopters, all S/N.

Effective Date: 25 January 2024

2024-0113 Tail Rotor Hub Tension-Torsion Bars – Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 27 June 2024

2024-0133 Airworthiness Limitations Section - Amendment

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 25 July 2024

2024-0144R1 Tail Rotor Drive Shaft - Inspection

Applicability: EC 130 T2 helicopters, all S/N embodied with Airbus Helicopters (AH) Modification 079809 in production.

Effective Date: EASA AD 2024-0144 - 2 August 2024
EASA AD 2024-0144R1 - 24 September 2026

2024-0232 Door Star Support - Modification

Applicability: EC 130 B4 helicopters, all S/N.

Effective Date: 19 December 2024

2025-0025 Emergency Release Control of Cargo Swing Installation – Inspection

Applicability: EC 130 B4 helicopters, all S/N fitted with an Onboard 3500LB cargo system P/N 704A41811035 (manufacturer reference 528-023-51).

Effective Date: 6 February 2025

2025-0062 Main Rotor Blades – Replacement

Applicability: EC 130 T2 helicopters, all S/N delivered before 23 September 2024 (i.e the date of the EASA Form 52, or equivalent statement of conformity).

Effective Date: 3 April 2025

2025-0137 Cancelled – EASA AD 2026-0101 refers

Effective Date: 9 June 2026

*** 2025-0159R1 Sliding Door Placards and Markings - Installation**

Applicability: All EC 130 B4 helicopters not embodied with modification 0720257.

Effective Date: EASA AD 2025-0159 - 7 August 2025
EASA AD 2025-0159R1 - 29 October 2026

2025-0249-E Cancelled – EASA AD 2025-0262-E refers

Effective Date: 27 November 2025

2025-0262-E Tail Rotor Drive Centre Shaft Assembly – Inspection / Replacement / Life Limit

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 27 November 2025

*** 2026-0052R2 Fuse Cover Attachment of Circuit Breaker Panel - Modification**

Applicability: EC 130 B4 helicopters, all S/N embodied with modification 073245.

Effective Date: EASA AD 2026-0052 - 26 March 2026
EASA AD 2026-0052R1 - 23 July 2026
EASA AD 2026-0052R2 - 29 October 2026

2026-0089 Starter Generator Limitation Label - Installation

Applicability: EC 130 B4 helicopters, all S/N fitted with a starter generator P/N 200SGL130Q or P/N 200SGL130Q-4, except those helicopters in any of the following configurations:

Airbus Helicopters with mod 073345 embodied;

Airbus Helicopters with mod 073354 embodied.

Effective Date: 4 June 2026

2026-0101 Airworthiness Limitations Section - Amendment

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 9 June 2026

2026-0111 Tail Rotor Drive Shaft Sleeves - Inspection

Applicability: EC 130 B4 helicopters, all S/N, and

EC 130 T2 helicopters, all S/N, except those helicopters embodied with Airbus Helicopters (AH) modification 079809.

Effective Date: 25 June 2026

2026-0132 Main Rotor Servos Upper Ball Bearing Ends - Inspection

Applicability: EC 130 B4 and EC 130 T2 helicopters, all S/N.

Effective Date: 23 July 2026

2026-0146 Mechanical Dropping Control - Inspection

Applicability: EC 130 B4 helicopters, all S/N.

Effective Date: 3 September 2026