



Emergency Airworthiness Directive

AD No.: 2025-0262-E

Issued: 25 November 2025

Note: This Emergency 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 helicopters

Effective Date: 27 November 2025

TCDS Number(s): EASA.R.008

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA Emergency AD 2025-0249-E dated 07 November 2025.

ATA 65 – Tail Rotor Drive – Centre Shaft Assembly – Inspection / Replacement / Life Limitations

Manufacturer(s):

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

Applicability:

EC 130 T2 and EC 130 B4 helicopters, all serial numbers.

Definitions:

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

The ASB: AH Emergency Alert Service Bulletin (ASB) EC130-65-00-0001 Issue 002.

Affected part: Centre shaft assembly having Part Number (P/N) 350A34021401 (Manufacturer P/N 350A34-0214-01).

Serviceable part: Centre shaft assembly, eligible for installation in accordance with AH instructions, that is not an affected part; or an affected part that has accumulated less than 9 750 flight hours (FH) (for EC 130 B4 helicopters) or less than 8 050 FH (for EC 130 T2 helicopters) since first installation.



Groups: Group 1 helicopters are those having an affected part installed. Group 2 helicopters are those not having an affected part installed.

Reason:

Recent fatigue tests performed by AH on the Tail Drive Line provided data that can impact the Service Life Limit of the affected part. A crack could initiate from the riveted area and propagate until failure of the centre shaft assembly. Investigation is on-going to identify the root cause of this issue.

This condition, if not 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 initial precautionary measure, AH issued the ASB at original issue, providing instructions for shaft replacement. Consequently, EASA issued Emergency AD 2025-0249-E requiring replacement of the affected part with a serviceable part.

Since that AD was issued, AH issued the ASB, as defined in this AD, to provide repetitive inspection instructions to cancel the replacement instructions for certain affected parts.

For the reason described above, this AD partially takes over the requirements of EASA Emergency AD 2025-0249-E, which is superseded, and requires repetitive inspections of the affected parts.

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 Inspection(s):

- (1) For Group 1 helicopters: Unless otherwise specified in paragraph (2) of this AD, within the compliance time as specified in Table 1 of this AD, as applicable, and thereafter at intervals not exceeding 165 FH, inspect the affected part in accordance with the instructions of the ASB.

Table 1 – Repetitive Inspection Compliance Time (see Note 1 of this AD)

Helicopter Model	FH on the effective date of this AD	Compliance Times
EC 130 B4	Less than 4 000 FH	Before exceeding 4165 FH
	4 000 FH or more, and less than 6 050 FH	Before exceeding 4165 FH or within 50 FH after the effective date of this AD, whichever occurs later
	6 050 FH or more	Before exceeding 6 100 FH or within 10 FH after the effective date of this AD, whichever occurs later
EC 130 T2	Less than 3 600 FH	Before exceeding 3 765 FH
	3 600 FH or more, and less than 5 550 FH	Before exceeding 3 765 FH or within 50 FH after the effective date of this AD, whichever occurs later



Helicopter Model	FH on the effective date of this AD	Compliance Times
	5 550 FH or more	Before exceeding 5 600 FH or within 10 FH after the effective date of this AD, whichever occurs later

Note 1: Unless otherwise specified, the FH as defined in Table 1, Table 2 and Table 3 are those accumulated by an affected part since first installation on a helicopter.

- (2) For an affected part that, on the effective date of this AD, is installed on an EC 130 T2 helicopter or an EC 130 B4 helicopter, but has ever been installed on an EC 130 B4 helicopter but then was transferred to an EC 130 T2 helicopter, within 10 FH after the effective date of this AD, and thereafter at intervals not exceeding 165 FH, inspect the affected part in accordance with the instructions of the ASB.

Replacement:

- (3) For Group 1 helicopters: Unless otherwise specified in paragraph (4) of this AD, as applicable, from the effective date of this AD, replace each affected part by a serviceable part in accordance with the instructions of the ASB, before that affected part accumulates 9 750 FH (for EC 130 B4 helicopters) or 8 050 FH (for EC 130 T2 helicopters) since first installation of that part on a helicopter, but not exceeding the Service Life Limit published in the Airworthiness Limitation Sections of the applicable Aircraft Maintenance Manual.
- (4) For Group 1 helicopters: For an affected part that, on 11 November 2025 [the effective date of EASA AD 2025-0249-E] or on the effective date of this AD, as applicable accumulated the FH values as specified in Table 2 or Table 3 of this AD, since first installation on a helicopter, as applicable, within the compliance times as identified in Table 2 or Table 3 of this AD, as applicable, but not exceeding the Service Life Limit published in the Airworthiness Limitation Sections of the applicable Aircraft Maintenance Manual, replace that affected part with a serviceable part in accordance with the instructions of the ASB. (See Note 2 of this AD)

Table 2 – Replacement Compliance Time (see Note 1 of this AD)

Helicopter Model	FH on the 11 November 2025 [the effective date of EASA AD 2025-0249-E]	Compliance Times
EC 130 B4	9 750 FH or more	Within 10 FH after 11 November 2025 [the effective date of EASA AD 2025-0249-E]
EC 130 T2	8 050 FH or more	Within 10 FH after 11 November 2025 [the effective date of EASA AD 2025-0249-E]



Table 3 – Replacement Compliance Time (see Note 1 of this AD)

Helicopter Model	FH on the effective date of this AD	Compliance Times
EC 130 B4	9 750 FH or more	Within 10 FH after the effective date of this AD, but not exceeding 50 FH from 11 November 2025 [the effective date of EASA AD 2025-0249-E]
EC 130 T2	8 050 FH or more	Within 10 FH after the effective date of this AD, but not exceeding 50 FH from 11 November 2025 [the effective date of EASA AD 2025-0249-E]

Note 2: If a helicopter already exceeded the FH specified in Table 2 of this AD on the 11 November 2025 [the effective date of EASA AD 2025-0249-E], Table 2 and Table 3 are applicable, while only the compliance time of Table 2 of this AD has to be followed.

Part(s) Installation:

(5) For Group 1 and Group 2 helicopters: From the effective date of this AD, it is allowed to install on any helicopter an affected part, provided that:

- (5.1) It is a serviceable part, as defined in this AD, and, if applicable, paragraph (5.2), (5.3) or (5.4), as applicable:
- (5.2) For an affected part having accumulated 4 000 FH or more since first installation on a helicopter, and to be installed on an EC 130 B4 helicopter: Concurrently with each installation, the part has passed an inspection (no cracks detected) in accordance with the instructions of the ASB.
- (5.3) For an affected part having accumulated 3 600 FH or more since first installation on a helicopter, and to be installed on an EC 130 T2 helicopter: Concurrently with each installation, the part has passed an inspection (no cracks detected) in accordance with the instructions of the ASB.
- (5.4) For an affected part that has ever been installed on an EC 130 B4 helicopter but then transferred to an EC 130 T2 helicopter: Concurrently with each installation, the part has passed an inspection (no cracks detected) in accordance with the instructions of the ASB.

Following that installation, the helicopter is considered a Group 1 helicopter, and that affected part must be inspected and replaced as required by this AD.

(6) For Group 1 helicopters: From the effective date of this AD, do not install an affected part on any EC 130 T2 helicopter, that was previously installed on an EC 130 B4 helicopter.



Ref. Publications:

AH Emergency ASB EC130-65-00-0001 original issue (Issue 001) dated 06 November 2025 or Issue 002 dated 24 November 2025.

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. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.
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 (Technical Support) – Aéroport de Marseille Provence, 13725 Marignane Cedex, France, Telephone: +33 (4) 42 85 97 97, Fax: +33 (4) 42 85 99 66, Web portal: <https://airbusworld.helicopters.airbus.com> Technical Requests Management, or E-mail: TechnicalSupport.Helicopters@airbus.com

