



Airbus Helicopters, Inc.
Technical Support
2701 Forum Drive
Grand Prairie, TX 75052

Nov 19, 2015

Subject: **GLOBAL AMOC for AD 2014-22-51**
Attachments: AD 2014-22-51 Dated January 16 2015
GLOBAL AMOC Dated Nov 12th, 2015
EASB 05A020 Rev 1 dated Oct 22 2015
SB 79-001 mod 074547 dated October 22 2015

To all EC130 T2 Operators,

On October 29, 2014, Emergency AD 2014-22-51 was issued for the Eurocopter EC130 T2, concerning a 10 hour repetitive inspection of the oil cooler fan hopper at the four fan attachment points for cracks. Based on Airbus EASB 05A020 Rev 0

SB 79-001 dated October 22 2015 introduced mod 074547, improvement of the engine/main gear box oil cooling fan attachment to the hopper.

EASB 05A020 Rev 1 dated October 22 2015 introduced mod 074547 as a terminating action to EASB 05A020.

The FAA has granted the attached Global AMOC for AD 2014-22-51 as of November 12, 2015 granting the compliance with SB 79-001(mod 074547) or mod 074547 as a terminating action for FAA AD 2014-22-51 .

Best Regards,

A handwritten signature in black ink, appearing to read "Mark Jones", written over a horizontal line.

Mark Jones
Director, Technical Support
Airbus Helicopters, Inc.
PH 972-641-5204
Fax 972-641-3710
Email: mark.ma.jones@airbus.com
www.airbus.com



US Department
of Transportation
**Federal Aviation
Administration**

Southwest Region
Arkansas, Louisiana,
New Mexico, Oklahoma,
Texas

Fort Worth, Texas 76137

November 12, 2015

Mike May
Senior Technical Representative, Light Helicopters
Airbus Helicopters, Inc.
2701 Forum Drive
Grand Prairie, TX 75052-7099

Dear Mr. May,

The Federal Aviation Administration (FAA) has received your email, dated 23 October 2015, proposing a global Alternate Means of Compliance (AMOC), to FAA Airworthiness Directive (AD) 2014-22-51. You requested the AMOC to paragraph a) Applicability, of the AD, however, we can only issue an AMOC to paragraph e) Required Actions, of the AD. This AD applies to the EC130T2 helicopter model and requires periodic visual inspection of the hopper on the four fan attachment points.

You state that Emergency Alert Service Bulletin (EASB) 05A020, Revision 1, dated 22 October 2015, now defines EC130 Service Bulletin (SB) 79-001, which defines modification 074547. This modification installs four attach points between the fan and the structure, thus reinforcing the attachment, and serves as a terminating action for FAA AD 2014-22-51.

The Rotorcraft Standards Staff approves your global AMOC request as a terminating action for FAA AD 2014-22-51.

Note that the granting of this AMOC does not relieve, alter or waive any other maintenance operations required for the EC 130 helicopter model, other than those specifically mentioned herein. This AMOC does not invalidate other similar AMOCs that have been issued.

This FAA AMOC is transferable with the aircraft to an operator who operates the aircraft under U.S. registry.

Before using this AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district/office certificate holding district office.

All provisions of AD 2014-22-51 that are not specifically referenced above remain fully applicable and must be complied with accordingly.

If you have questions or need additional information, please contact Mr. Eric Haight at telephone 817-222-5204 or at electronic mail at eric.haight@faa.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "James A. Grigg".

James A. Grigg
Manager, Safety Management Group
Aircraft Certification Service



FAA
Aviation Safety

AIRWORTHINESS DIRECTIVE

www.faa.gov/aircraft/safety/alerts/
www.gpoaccess.gov/fr/advanced.html

2014-22-51 Airbus Helicopters (Formerly Eurocopter France): Amendment 39-18088; Docket No. FAA-2015-0133; Directorate Identifier 2014-SW-066-AD.

(a) Applicability

This AD applies to Model EC130T2 helicopters, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as a crack in the main gearbox oil cooler fan hopper. This condition could result in failure of the fan attachment, interference of the fan with the control rod of the front servo-control or with the flight control bellcrank, and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective February 25, 2015 to all persons except those persons to whom it was made immediately effective by Emergency AD 2014-22-51, issued on October 29, 2014, which contains the requirements of this AD.

(d) Compliance

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

(e) Required Actions

Before further flight and thereafter at intervals not to exceed 10 hours time-in-service, using a light and a mirror, visually inspect the hopper for a crack at the four fan attachment points. The hopper is depicted as item "a" and the fan as item "b" in Figure 1 of Airbus Helicopters Emergency Alert Service Bulletin No. 05A020, Revision 0, dated October 20, 2014 (EASB). If there is a crack in the hopper, replace the hopper with an airworthy hopper. Examples of a crack are shown in Figure 2 of the EASB. Replacing the hopper does not constitute terminating action for the repetitive visual inspections required by this AD.

(f) Special Flight Permits

Special flight permits may be issued provided that the fan is removed.

(g) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this EAD. Send your proposal to: Eric Haight, Aviation Safety Engineer, Regulations and Policy Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email eric.haight@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this EAD through an AMOC.

(h) Additional Information

The subject of this AD is addressed in European Aviation Safety Agency (EASA) Emergency AD No. 2014-0229-E, dated October 20, 2014. You may view the EASA AD on the Internet at <http://www.regulations.gov> by searching for and locating it in Docket No. FAA-2015-0133.

(i) Subject

Joint Aircraft Service Component (JASC) Tracking Code: 6322 Main Rotor Drive Rotorcraft Cooling Fan System.

(j) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Airbus Helicopters Emergency Alert Service Bulletin No. 05A020, Revision 0, dated October 20, 2014.

(ii) Reserved.

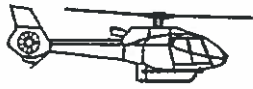
(3) For Airbus Helicopters service information identified in this AD, contact Airbus Helicopters, Inc., 2701 N. Forum Drive, Grand Prairie, TX 75052; telephone (972) 641-0000 or (800) 232-0323; fax (972) 641-3775; or at <http://www.airbushelicopters.com/techpub>.

(4) You may view this service information at FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137. For information on the availability of this material at the FAA, call (817) 222-5110.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Fort Worth, Texas, on January 16, 2015.



Lance T. Gant,
Acting Directorate Manager, Rotorcraft Directorate,
Aircraft Certification Service.



EMERGENCY ALERT SERVICE BULLETIN

SUBJECT: INTERVALS - INSPECTIONS - Cooling System

Periodic visual checks of the engine / MGB oil fan hopper
 ATA: 79

For the attention of	
	

HELICOPTER(S) CONCERNED	NUMBER	Version(s)	
		Civil	Military
EC130	05A020	T2	

Revision No.	Date of issue
Revision 0	2014-10-20
Revision 1	2015-10-22

Summary:

Periodic visual checks for cracks of the engine / MGB oil fan hopper.

Reason for last revision:

The purpose of Revision 1 is to specify that helicopters which embody modification 074547 are not concerned by this ALERT SERVICE BULLETIN.

Compliance:

Airbus Helicopters renders compliance with this ALERT SERVICE BULLETIN mandatory.

1. PLANNING INFORMATION

1.A. EFFECTIVITY

1.A.1. Helicopters/installed equipment

EC130 T2 helicopters which do not embody modification 074547 (Improvement of the engine / MGB oil cooling fan attachment points on the hopper).

NOTE 1

Refer to the aircraft individual inspection record (MOD record) and the aircraft log book to identify the actual configuration of the helicopter.

NOTE 2

Modification 074547 is proposed as a retrofit through Service Bulletin No. 79-001.

1.A.2. Non-Installed equipment

Not applicable.

1.B. ASSOCIATED REQUIREMENTS

Not applicable.

1.C. REASON

Revision 0

Airbus Helicopters has been informed of several cases of cracks at the attachment points of the fan to the hopper. (See examples of cracks, [Figure 2](#)).

Cracks can lead to the total failure of the fan attachment.

The fan can then interfere with the control rod of the front servocontrol or the flight control bellcrank and thus cause jamming.

As a consequence, and pending a modification, Airbus Helicopters renders the carrying out of a periodic visual check of the hopper mandatory.

Revision 1

Airbus Helicopters has defined modification 074547 which consists in installing four attachment points between the fan and the structure, thus ensuring reinforced attachment of the fan to the helicopter.

Consequently, helicopters which embody this modification are not concerned by compliance with this ALERT SERVICE BULLETIN.

1.D. DESCRIPTION

This ALERT SERVICE BULLETIN requires the carrying out of a periodic visual check for cracks at the attachment points of the engine / MGB oil fan to the hopper.

1.E. COMPLIANCE**1.E1. Compliance at the works**

Not applicable.

1.E.2. Compliance in service

The works must be performed on the helicopter by the operator.

Helicopters/installed equipment:

- Comply with paragraph 3.:

- . at the next "P" inspection (10 flight hours // 7 days), following receipt of revision 0 of this ALERT SERVICE BULLETIN issued on October 20, 2014, then,
- . at each "P" inspection.

- 13 months after receipt of revision 1 of this Service Bulletin issued on the date indicated at the bottom of the page, helicopters which do not embody modification 074547 are unfit for flight.

Non-installed equipment:

Not applicable.

1.F. APPROVAL**Approval of modifications:**

Not applicable.

**Approval of this document:**

The technical information contained in this ALERT SERVICE BULLETIN Revision 0 was approved on October 20, 2014 under the authority of EASA Design Organization Approval No. 21J.056 for helicopters of civil versions subject to an Airworthiness Certificate.

The technical information contained in this ALERT SERVICE BULLETIN Revision 1 was approved on October 14, 2015 under the authority of EASA Design Organization Approval No. 21J.056 for helicopters of civil versions subject to an Airworthiness Certificate

1.G. MANPOWER

For compliance with this ALERT SERVICE BULLETIN, Airbus Helicopters recommends the following personnel qualification:

Qualification: 1 technician or 1 pilot having appropriate training and accreditation in compliance with the local regulation in force (for the performance of checks).
1 technician (for the hopper replacement)



Time for the operations is indicated for reference, for a standard configuration.
Time for the operation: Approximately 5 minutes for checking.
Approximately 6 hours for replacing.

1.H. WEIGHT AND BALANCE

Not applicable.

1.I. EFFECT ON ELECTRICAL LOADS

Not applicable.

1.J. SOFTWARE MODIFICATION EMBODIMENT RECORD

Not applicable.

1.K. REFERENCES

The following documents are required for compliance with this ALERT SERVICE BULLETIN:

AMM: 60-00-00, 3-1: General Instructions - Mechanical
AMM: 79-21-00, 4-3: Removal-Installation - Engine / MGB oil fan

1.L. DOCUMENTS AFFECTED

Not applicable.

1.M. INTERCHANGEABILITY OR MIXABILITY OF PARTS

Not applicable.

2. MATERIAL INFORMATION

2.A. MATERIAL: PRICE - AVAILABILITY - PROCUREMENT

For any information concerning the kits and/or components, contact the Airbus Helicopters network Customer Support Sales Department.

The delivery lead time shall be communicated by the Customer Support Sales Department when requested by the operator.

Order as required (unless otherwise specified) from

Airbus Helicopters
Etablissement de Marignane
Direction Ventes et Relations Client
13725 MARIGNANE CEDEX
FRANCE

NOTE 1

On the purchase order, please specify the mode of transport, the destination and the serial numbers of the aircraft to be modified.

NOTE 2

*For ALERT SERVICE BULLETINS, order by:
Telex: HELICOP 410 969F
Fax: +33 (0)4.42.85.99.96.*

2.B. INFORMATION CONCERNING INDUSTRIAL SUPPORT

Not applicable.

2.C. MATERIAL REQUIRED FOR EACH HELICOPTER/COMPONENT

Kits or components to be ordered for one helicopter or one assembly:

Key Word	Qty	New P/N	Item	Former P/N →	Instruction
Fan hopper	A/R	350A53413700	1	350A53413700	Discard in case of cracks.
Fan hopper	A/R	350A53413701	2	350A53413701	
Fan hopper	A/R	350A53415400	3	350A53415400	

Products to be ordered separately:

As per the Tasks indicated in this ALERT SERVICE BULLETIN.

The products can be ordered separately, from INTERTURBINE AVIATION LOGISTICS.

Website: <http://www.interturbine.com>

Telephone: +49.41.91.809.300

AOG: +49.41.91.809.444

2.D. MATERIAL TO BE RETURNED

Not applicable.

3. ACCOMPLISHMENT INSTRUCTIONS

3.A. GENERAL

Read and comply with the mechanical general instructions, subject of AMM, Task 60-00-00, 3-1.

3.B. OPERATIONAL PROCEDURE

3.B.1. Preliminary steps

- Install access equipment.

3.B.2. Procedure (Figures 1 to 3)

- Check for cracks the hopper (a) (Figure 1) especially at the attachments of the fan (b):

NOTE 1

Using a mirror and/or light source can ease the operation.

- . For the upper part of the hopper:
 - With the LH and RH MGB cowlings closed, check the hopper through the space between the MGB and the upper MGB cowlings.
- . For the lower part of the hopper:
 - Open the LH and RH MGB cowlings.
- Analysis of results:
 - . When no cracks are found:
 - Leave as is.
 - . When cracks are found (see examples, Figure 2):
 - Replace the hopper (a):
 - . Replace the hopper (a) (Figure 1) with hopper (1), (2) or (3) as per AMM Task 79-21-00, 4-3,
 - . Comply with Service Bulletin No. 79-001 (embodiment of modification 074547).
 - or,
 - If the hopper (a) cannot be replaced immediately, the performance of a ferry flight (flight without passenger transport) is authorized after removal of the fan (b):
 - . If necessary, open the LH and RH MGB cowlings.
 - . Open the "CTL FAN" circuit-breaker on circuit-breaker panel "31ALP32", located in the RH compartment of the cargo hold.
 - . Remove the clamps securing the fan electrical harness and the clamp securing the electrical connector (g) (Figure 3).
 - . Disconnect the electrical connector (g) of the fan, and remove the shielding continuity (h) from the structure.
 - . Remove and retain the screws (c) (Figure 1), washers (d) and spacers (e).
 - . Remove the bonding braid (f) from the fan.
 - . Remove and retain the fan (b).

- . If possible:
 - Install the bonding braid (f) on the hopper (a), using a spacer (e), washer (d) and screw (c).

NOTE 2

When installing the spacer, the face with the largest diameter must be positioned on the hopper side.

or

- coil the bonding braid (f) to prevent any interference with its environment.

- . If possible, attach the pipe (g) to the hopper, with a spacer (e), washer (d) and screw (c).

NOTE 3

When installing the spacer, the face with the largest diameter must be positioned on the hopper side.

NOTE 4

When the fan is removed:

- the air conditioning system no longer operates. The orange "CO" light on the ECS control unit comes on.
- the engine / MGB oil cooling system no longer operates. Refer to the Flight Manual (FLM) procedures for operation of the engine / MGB oil cooling system.
- the heating and demisting functions are available.

- . Install the screws (i) securing the electrical harness to the hopper (a).
- . Close the LH and RH MGB cowlings.

3.B.3. Final steps

- Remove the access equipment.

3.C. IDENTIFICATION

Identification of this document:

Record the first embodiment of this document with its revision number in the aircraft documents

3.D. OPERATING AND MAINTENANCE INSTRUCTIONS

Not applicable.

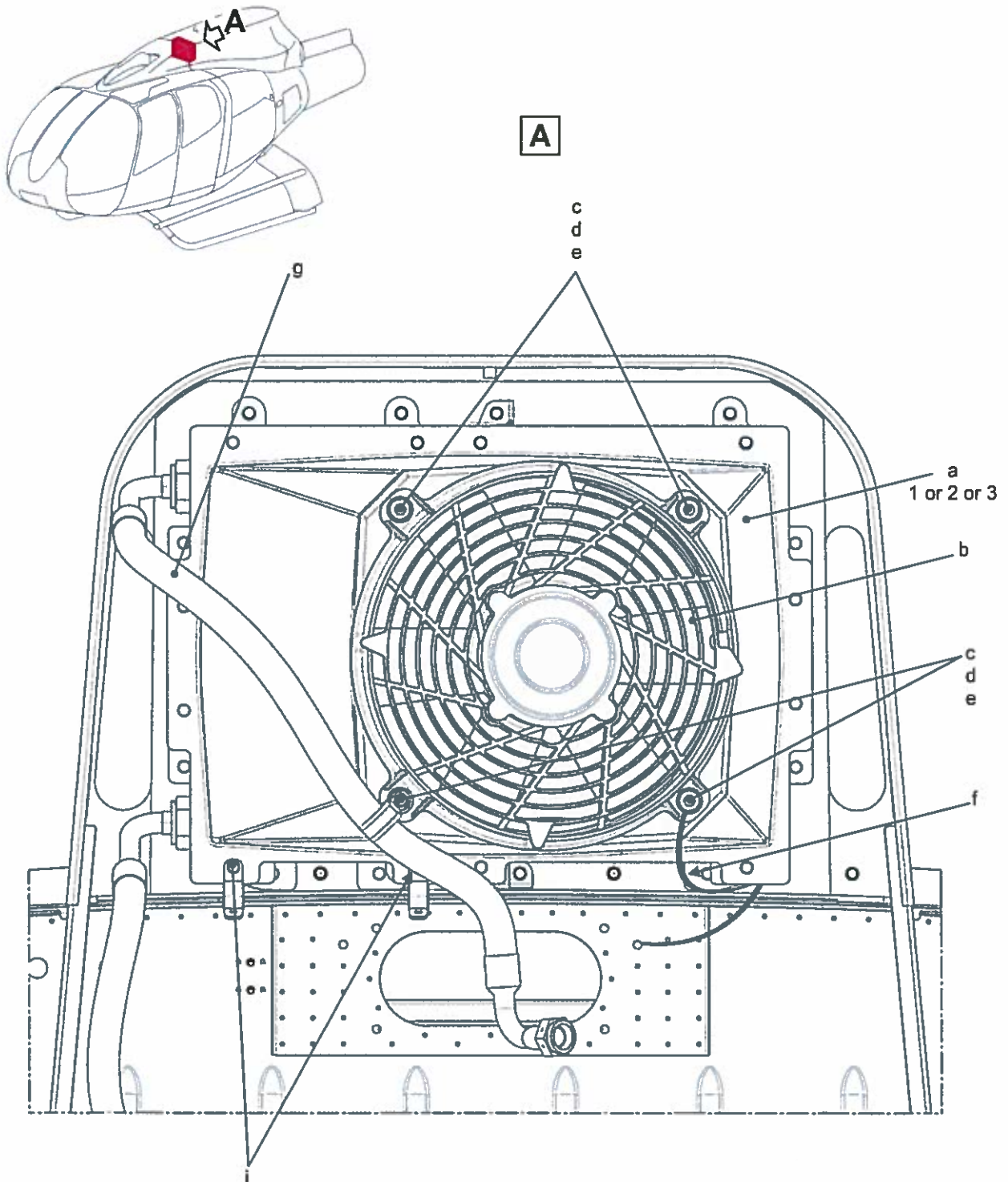


Figure 1

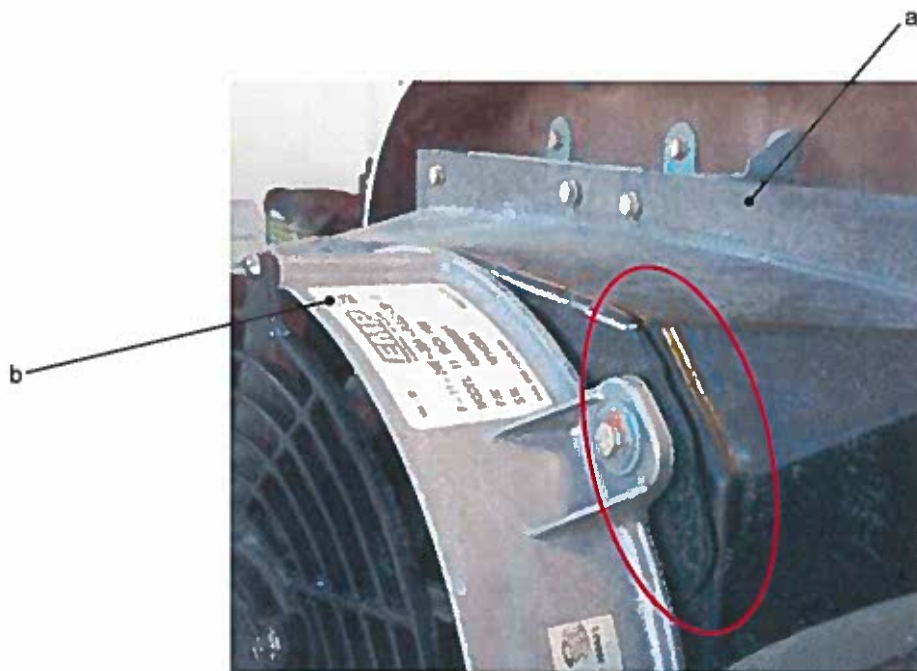
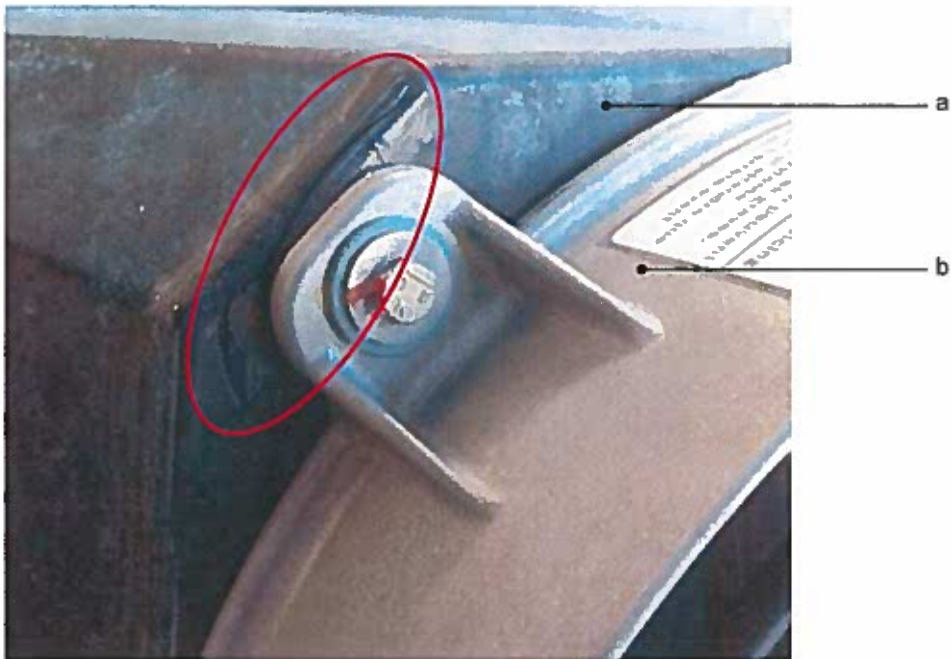


Figure 2

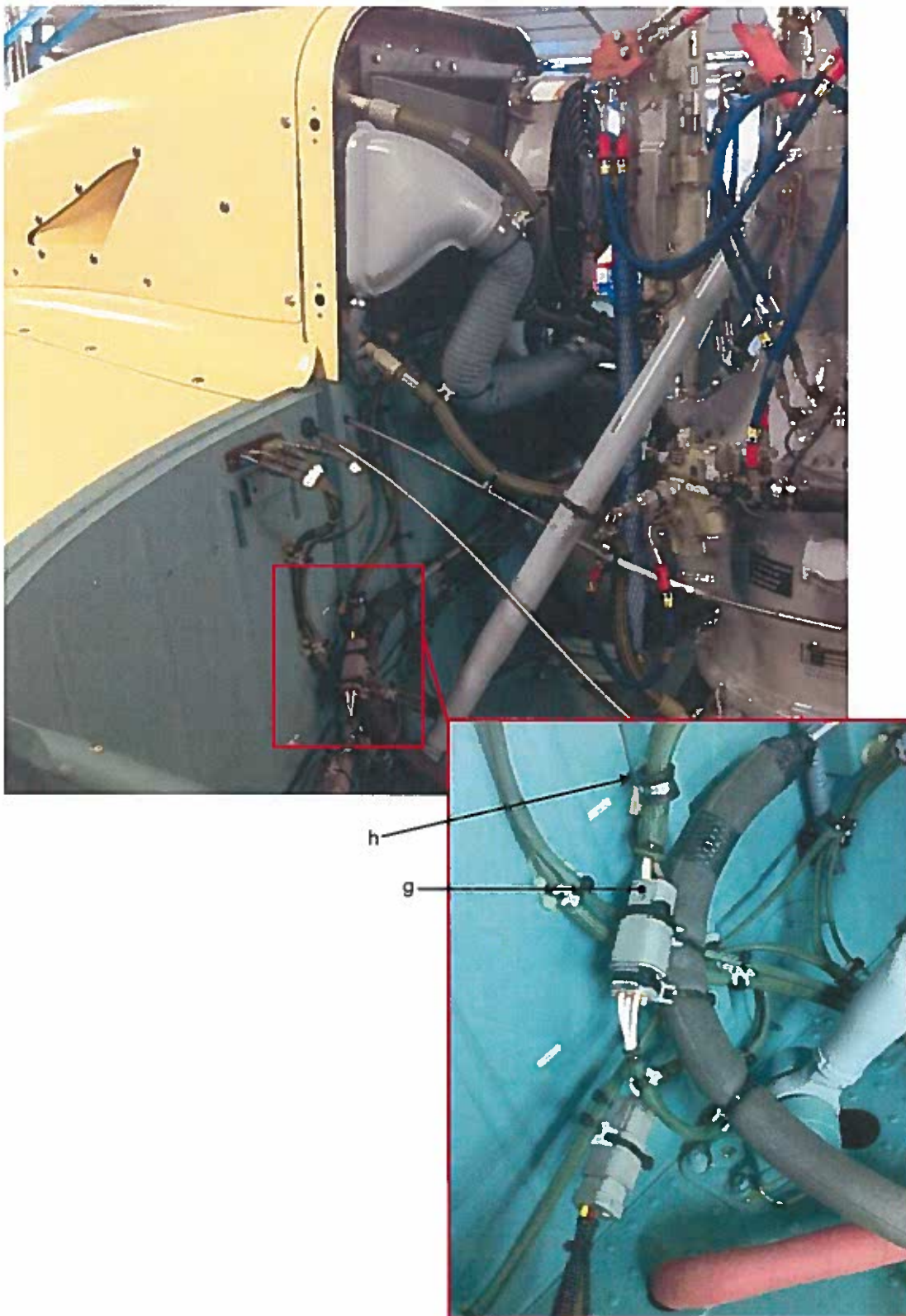
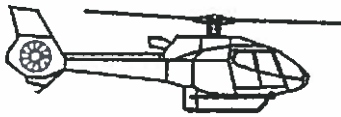


Figure 3

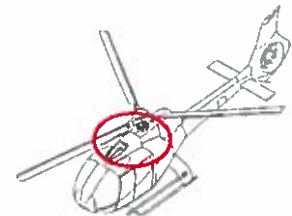


Civil version: T2

SERVICE BULLETIN

SUBJECT: ENGINE LUBRICATION - Engine/MGB oil cooling fan

Improvement of engine/MGB oil cooling fan attachments on the hopper
 Corresponds to modification 074547



Revision No.	Date of issue
Revision 0	2015-10-22

Summary:

Improve engine/MGB oil cooling fan attachments on the hopper.

Compliance with this Service Bulletin supersedes the check introduced in ALERT SERVICE BULLETIN No. EC130-05A020.

Compliance:

Airbus Helicopters recommends compliance with this Service Bulletin.

1. PLANNING INFORMATION

1.A. EFFECTIVITY

1.A.1. Helicopters/Installed equipment

Helicopters PRE MOD 074547.

NOTE

Refer to the Individual Inspection Record (RIC-AMS) to identify the actual modification status of the aircraft.

1.A.2. Non-installed equipment

Not applicable.

1.B. ASSOCIATED REQUIREMENTS

Not applicable.

1.C. REASON

Airbus Helicopters has been informed of several cases of cracks of the hopper on the attachment points of the engine/MGB oil cooling fan.

Cracks can lead to the total loss of the fan attachment.

Consequently and pending a modification, Airbus Helicopters has rendered the periodic visual check of the hopper mandatory during each P inspection (10 flight hours // 7 days) through ALERT SERVICE BULLETIN No. EC130-05A020.

In order to secure this installation and supersede the check induced by ALERT SERVICE BULLETIN No. EC130-05A020, Airbus Helicopters has developed modification 074547 which reinforces and improves the engine/MGB oil cooling fan attachments.

1.D. DESCRIPTION

Addition of four stainless steel attachment rods between the fan and the cooler.
A laminated shim is, if necessary, inserted between each attachment rod and the hopper on the cooler attachment, to compensate for manufacturing dispersions and avoid an assembly with constraints.

**1.E. COMPLIANCE****1.E.1. Compliance at the works**Helicopters/installed equipment:

Not applicable.

Non-installed equipment:

Not applicable.

1.E.2. Compliance in service

The works must be performed on the helicopter by the operator.

Helicopters/installed equipment:

Airbus Helicopters recommends compliance with paragraph 3. of this Service Bulletin, during a future maintenance inspection in accordance with the operator's operational constraints.

Non-installed equipment:

Not applicable.

1.F. APPROVALApproval of modifications:

The information or instructions relate to modification 074547 which was approved on June 01, 2015 under the authority of EASA Design Organization Approval No. 21J.056 for helicopters of civil versions subject to an Airworthiness Certificate.

Approval of this document:

The technical information contained in this Service Bulletin Revision 0 was approved on June 19, 2015 under the authority of EASA Design Organization Approval No. 21J.056 for helicopters of civil versions subject to an Airworthiness Certificate.

1.G. MANPOWERQualification:

For compliance with this Service Bulletin, Airbus Helicopters recommends the following personnel qualifications:

Qualification: 1 Mechanical Technician.

Time for the operations:

Time for the operations is indicated for reference, for a standard configuration.

Time for the operations: 4 hours approximately for a Mechanical Technician.

Estimated helicopter grounding time:

The estimated helicopter downtime is one day approximately.

1.H. WEIGHT AND BALANCE

Weight: + 0.480 kg.

Longitudinal moment: + 1.470 m.kg.

Transverse moment: + 0.00 m.kg.

Lateral moment: - 0.507 m.kg.

On completion of the work, mention weights and moments on the "Weight and Balance" record (PMC).

1.I. EFFECT ON ELECTRICAL LOADS

Not applicable.

1.J. SOFTWARE MODIFICATION EMBODIMENT RECORD

Not applicable.

1.K. REFERENCES

The following documents are required for compliance with this Service Bulletin:

Standard Practices Manual (MTC):

- MTC: 20.02.05.404: Joining by bolts and nuts.
- MTC: 20.02.06.402: Safetying with lockwire.
- MTC: 20.02.07.101: Electrical bonding - General.
- MTC: 20.02.07.401: Bonding procedure.
- MTC: 20.02.07.402: Bonding procedure applied on metal structure.
- MTC: 20.02.07.403: Use of Vernelec 43022 varnish.
- MTC: 20.07.02.201: Handling of helicopters in a hangar and in a prepared area.
- MTC: 20.07.03.406: Instructions applicable when working on an aircraft electrical circuit and ground power generating systems.
- MTC: 20.07.03.408: Appearance checks on an aircraft after an inspection or repair.

Aircraft Maintenance Manual (AMM):

- AMM: 60-00-00, 3-1: General instructions - Mechanical system.
- AMM: 79-21-00, 4-3: Removal / Installation - Engine/MGB oil fan.

Master Servicing Manual (MSM):

- Chapter 5

1.L. DOCUMENTS AFFECTED



The modification will be integrated in the following manuals:

- Illustrated Parts Catalog (IPC).
- Aircraft Maintenance Manual (AMM).

1.M. INTERCHANGEABILITY OR MIXABILITY OF PARTS

Not applicable.

2. MATERIAL INFORMATION
2.A. MATERIAL: PRICE - AVAILABILITY - PROCUREMENT
Price:

The kit and the component shall be delivered free of charge by Airbus Helicopters for a period of 13 months following the date of issue of this Service Bulletin mentioned in page footer.

Availability:

The kits and/or components shall be delivered on Customer's order.

Procurement conditions:

Order the required quantity

from

Airbus Helicopters
 Etablissement de Marignane
 Direction Ventes et Relations Client
 13725 MARGNANE CEDEX
 FRANCE

NOTE

On the purchase order, please specify the mode of transport, the destination and the serial numbers of the aircraft to be modified.

2.B. INFORMATION CONCERNING INDUSTRIAL SUPPORT

Not applicable.

2.C. MATERIAL REQUIRED FOR EACH HELICOPTER/COMPONENT

Kits or components to be ordered for one helicopter or one assembly:

Key Word	Qty	New P/N	Item	Former P/N	Instruction
<u>Fan hopper reinforcement kit Incl.:</u>	1	<u>350A07-4547-0071</u>			
Rod assembly, upper right	1	350A72-4850-00	1		
Rod assembly, upper left	1	350A72-4851-00	2		
Rod assembly, lower right	1	350A72-4852-00	3		
Rod assembly, lower left	1	350A72-4853-00	4		
Shim, laminated	4	350A72-4854-20	5		
Bolt	1	22126BC050030L	6		
Bolt	1	22126BC050032L	7		
Bolt	3	22126BC050026L	8		
Bolt	3	22126BC050028L	9		
Washer	3	23116AG050LE	10		
Washer	5	23111AG050LE	11		
Braid, bonding	1	993303-205-5	12	993303-185-5	Scrap

Material to be ordered separately:

Key Word	Qty	New P/N	Item	Former P/N	Instruction
Sheath, insulating, PVC	0.1 m	GAINETRANS2X3	13		

Products to be ordered separately:

As per Work Cards and Tasks mentioned in this Service Bulletin and table below:

Key Word	Qty	Product P/N	CM	Item
Varnish	AR	Vernelec 43022	CM0514	15
Lockwire	AR	EN3628-0.8	CM0776	16

The products can be ordered separately from INTERTURBINE AVIATION LOGISTICS.

Website: <http://www.interturbine.com>

Telephone: +49.41.91.809.300

AOG: +49.41.91.809.444

2.D. MATERIAL TO BE RETURNED

Not applicable.

3. ACCOMPLISHMENT INSTRUCTIONS

3.A. GENERAL

- Unless otherwise instructed, comply with instructions for joining by bolts and nuts as per MTC Work Card 20.02.05.404.
- Read and comply with instructions on safetying with lockwire as per MTC Work Card 20.02.06.402.
- Read and comply with general instructions on electrical bonding as per MTC Work Card 20.02.07.101.
- Read and comply with instructions on the bonding procedure as per MTC Work Card 20.02.07.401.
- Read and comply with instructions on the bonding procedure applied on metal structure as per MTC Work Card 20.02.07.402.
- Read and comply with safety instructions for handling helicopters in a hangar and in a prepared area as per MTC Work Card 20.07.02.201.
- Read and comply with general instructions as per AMM Task 60-00-00, 3-1.

3.B. OPERATIONAL PROCEDURE

3.B.1. Preliminary steps

- Disconnect all electrical power supplies as per MTC Work Card 20.07.03.406.
- Install access means.
- Remove and/or open cowlings, fairings and equipment as required for easy access to the different work areas.

3.B.2. Check of the hopper

- Check for cracks on hopper (e) (Figure 1) especially on fan (f) attachments.

NOTE 1

Using a mirror and/or light source can ease the operation.

If no cracks are found:

- .. comply with paragraph 3.B.3.

If cracks are found:

- .. replace hopper (e) as per AMM Task 79-21-00, 4-3,
- .. and comply with paragraph 3.B.3.

3.B.3. Installation of the rods (Figures 1, 2 and 3)

CAREFULLY OBSERVE THE ASSEMBLY DIRECTION OF THE RODS ON THE RH SIDE BY IDENTIFYING THE POSITION OF THE DRILLING FOR THE LOCKWIRE ON RODS. IF THE DIRECTION IS INCORRECT, THE DRILLING FOR THE LOCKWIRE CANNOT THEREFORE BE USED. RODS WILL BE ASSEMBLED WITH NO STRESS.

Safetying principle of the bolt on the rod (See photo below)

To safely the attachment bolt of the rod, use the drilling of the bolt head on the one hand and the drilling on the rod on the other hand.

**3.B.3.a. Installation of the upper left rod assembly**

As per Figure 1,

- Remove and scrap bolt (a) and washer (b) from hopper (e).
- Remove and scrap bolt (c) and washer (d) from fan (f).

As per Figure 2,

- Hold in contact upper left rod assembly (2) on the cooler side with washer (11) and bolt (8) and tighten bolt (8) without tightening torque.
- Measure clearance on the fan side.
- Remove bolt (8), washer (11) and upper left rod assembly (2).

-Adjust laminated shim (5) according to the recorded clearance.

NOTE 2

It may appear that the recorded clearance does not require the use of laminated shim.

- Install adjusted laminated shim (5) on the cooler side and upper left rod assembly (2).
- On the cooler side, install washer (11) and bolt (8) as per section B-B.
- On the fan side, install washer (10) and bolt (9) as per section C-C.
- Tighten bolt (8) to standard torque as per section B-B.
- Torque bolt (9) as per section C-C.
- Safety bolts (8) and (9) with lockwire (16) (see safetying principle on page 9).

3.B.3.b. Installation of the lower left rod assembly

As per Figure 1,

- Remove bolt (j), washer (b) and attachment clamp (n) from hopper (e).
- Remove bolt (h), washer (d) and attachment clamp (m) from fan (f).
- Scrap bolts (j) and (h), washers (b) and (d).

As per Figure 2,

-Assembly without shielding:

- . hold in contact lower left rod assembly (4) on the cooler side with washer (11), bolt (6) and attachment clamp (n) and tighten bolt (6) without tightening torque,
- . measure clearance on the fan side,
- . remove bolt (6), washer (11), attachment clamp (n) and lower left rod assembly (4),
- . adjust laminated shim (5) according to the recorded clearance,

NOTE 3

It may appear that the recorded clearance does not require the use of laminated shim.

- . install adjusted laminated shim (5) on the cooler side and lower left rod assembly (4),
- . on the cooler side, install attachment clamp (n), washer (11) and bolt (6) as per section E-E,
- . on the fan side, insert attachment clamp (m), washer (11) and bolt (7) as per section F-F,
- . tighten bolt (6) to standard torque as per section E-E,
- . torque bolt (7) as per section F-F,
- . safety bolts (6) and (7) with lockwire (16) (see safetying principle on page 9) and to protect lower left rod assembly (4), cut to appropriate length and position transparent sheath (13) on lockwire (16).

-Assembly with shielding sheath:

- . hold in contact lower left rod assembly (4) on the cooler side with washer (11), bolt (6) and attachment clamp (n) and tighten bolt (6) without tightening torque,
- . measure clearance on the fan side,
- . remove bolt (6), washer (11), attachment clamp (n) and lower left rod assembly (4),
- . adjust laminated shim (5) according to the recorded clearance,

NOTE 4

It may appear that the recorded clearance does not require the use of laminated shim.

- . install adjusted laminated shim (5) on the cooler side and lower left rod assembly (4),
- . on the cooler side, install attachment clamp (n), washer (11) and bolt (6) as per section E-E,
- . on the fan side, insert shielding lug (l), attachment clamp (m), washer (11) and bolt (7) as per section F-F,
- . apply varnish (15) to shielding lug (l) as per MTC Work Card 20.02.07.403,
- . tighten bolt (6) to standard torque as per section E-E,
- . torque bolt (7) as per section F-F,
- . safety bolts (6) and (7) with lockwire (16) (see safetying principle on page 9) and to protect lower left rod assembly (4), cut to appropriate length and position transparent sheath (13) on lockwire (16).

3.B.3.c. Installation of the upper right rod assembly

As per Figure 1,

- Remove and scrap bolt (a) and washer (b) from hopper (e).
- Remove and scrap bolt (c) and washer (d) from fan (f).

As per Figure 2,

- Hold in contact upper right rod assembly (1) on the cooler side with washer (11) and bolt (8) and tighten bolt (8) without tightening torque.
- Measure clearance on the fan side.
- Remove bolt (8), washer (11) and upper right rod assembly (1).
- Adjust laminated shim (5) according to the recorded clearance.

NOTE 5

It may appear that the recorded clearance does not require the use of laminated shim.

- Install adjusted laminated shim (5) on the cooler side, upper right rod assembly (1).
- On the cooler side, install washer (11) and bolt (8) as per section B-B.
- On the fan side, install washer (10) and bolt (9) as per section C-C.
- Tighten bolt (8) to standard torque as per section B-B.
- Torque bolt (9) as per section C-C.
- Safety bolts (8) and (9) with lockwire (16) (see safetying principle on page 9).

3.B.3.d. Installation of the lower right rod assembly

As per Figures 1 and 3,

- Remove and scrap bolt (a) and washer (b) from hopper (e).
- Remove and scrap bolt (g) and washer (b) from fan (f).
- Remove and scrap bonding braid (k):
 - . cut and scrap lockwire (p) as per Detail G, Figure 3,
 - . remove and retain bolt (q), washer (r), attachment plate (s) and nut (t),
 - . remove and scrap bonding braid (k).

As per Figures 2 and 3,

- Hold in contact lower right rod assembly (1) on the cooler side with washer (11) and bolt (8) and tighten bolt (8) without tightening torque.
- Measure clearance on the fan side.
- Remove bolt (8), washer (11) and lower right rod assembly (3).
- Adjust laminated shim (5) according to the recorded clearance.

NOTE 6

It may appear that the recorded clearance does not require the use of laminated shim.

- Install adjusted laminated shim (5) on the cooler side, lower right rod assembly (3).
- On the cooler side, install washer (11) and bolt (8) as per section B-B.
- Electrically bond bolt (q) of bonding braid (12).
- On the cooler side, install bonding braid (12), washer (r), bolt (q), attachment plate (s) and nut (t) as per Detail G, Figure 3.
- Tighten bolt (q) to standard torque.
- Safety up to bolt (q) with lockwire (16).
- On the fan side, install bonding braid (12) washer (10) and bolt (9) as per section D-D, Figure 2.
- Tighten bolt (8) to standard torque as per section B-B.
- Torque bolt (9) as per section D-D.
- Check electrical continuity between bonding braid (12) and hopper (e), the ohmic value must be lower than 1.5 m Ω (milliohm).
- Apply varnish (15) to bonding braid (12) attachments as per MTC Work Card 20.02.07.403.

3.B.4. Final steps

- Carry out an appearance check of an aircraft after an inspection or repair as per MTC Work Card 20.07.03.408.
- Install and/or close cowlings, fairings and equipment removed and/or opened during preliminary steps.
- Connect all electrical power supplies as per MTC Work Card 20.07.03.406.
- Remove access means.

3.C. IDENTIFICATION

Identification of this document:

Record compliance with this Service Bulletin with the revision number in the aircraft documents.

Identification of modifications in the documentation:

Record compliance with modification 074547 in the aircraft documents.

3.D. OPERATING AND MAINTENANCE INSTRUCTIONS

Operating instructions:

Not applicable.

Maintenance instructions:

- Pending updating of AMM Task 79-21-00, 4-3 POST MOD 074547:

During the replacement of the fan hopper and/or replacement of the fan, it will be necessary to:

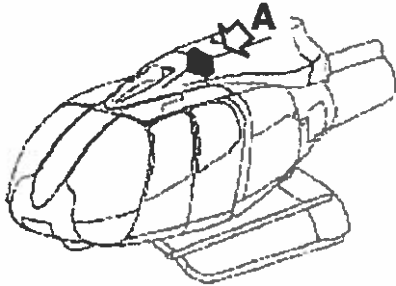
- . remove the rods,
- . install the rods as per paragraph 3.B.3. of this Service Bulletin.

If cracks are found, replace the hopper at the next scheduled maintenance operation.

After Task updating, refer to it.

- Pending updating of the Maintenance Program (MSM) chapter 5, it is requested to visually check for cracks on the four attachment points of the fan every 150 FH \pm 15 FH.

After updating of the MSM chapter 5, refer to it.



A
PRE MOD

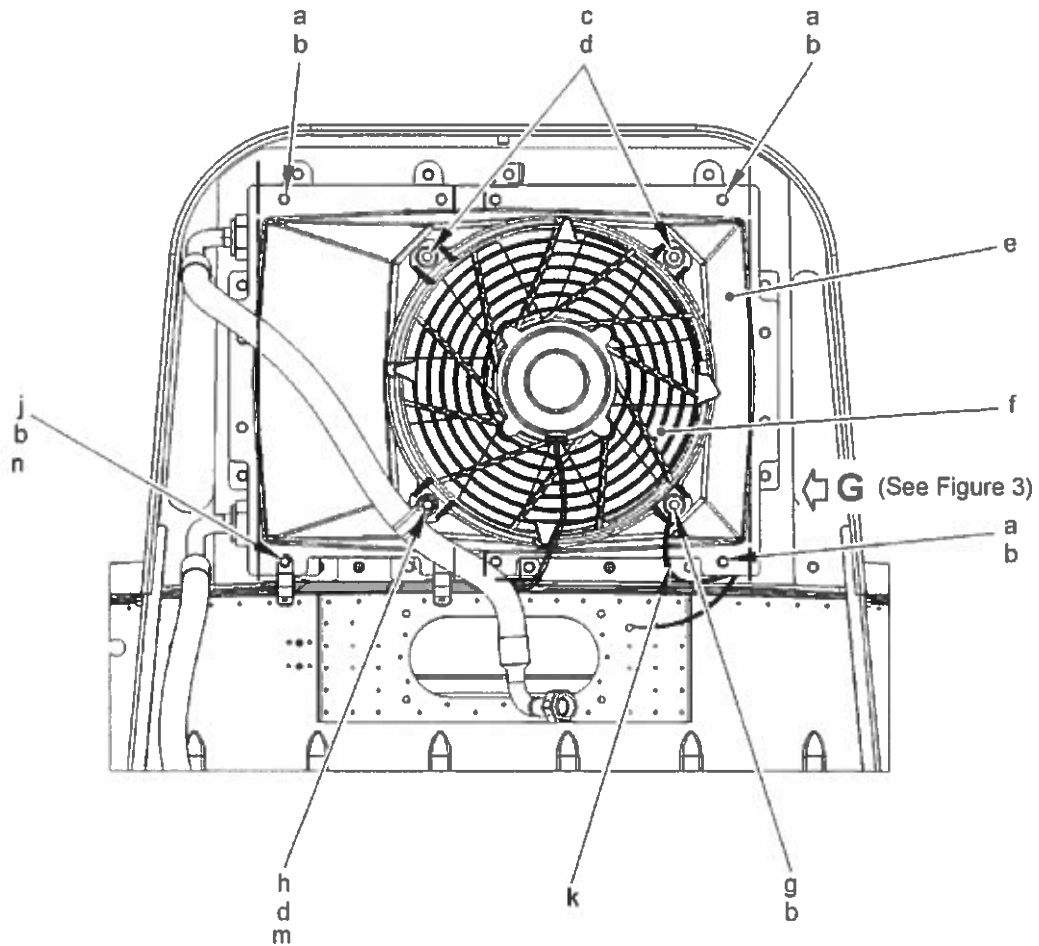


Figure 1

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POST MOD

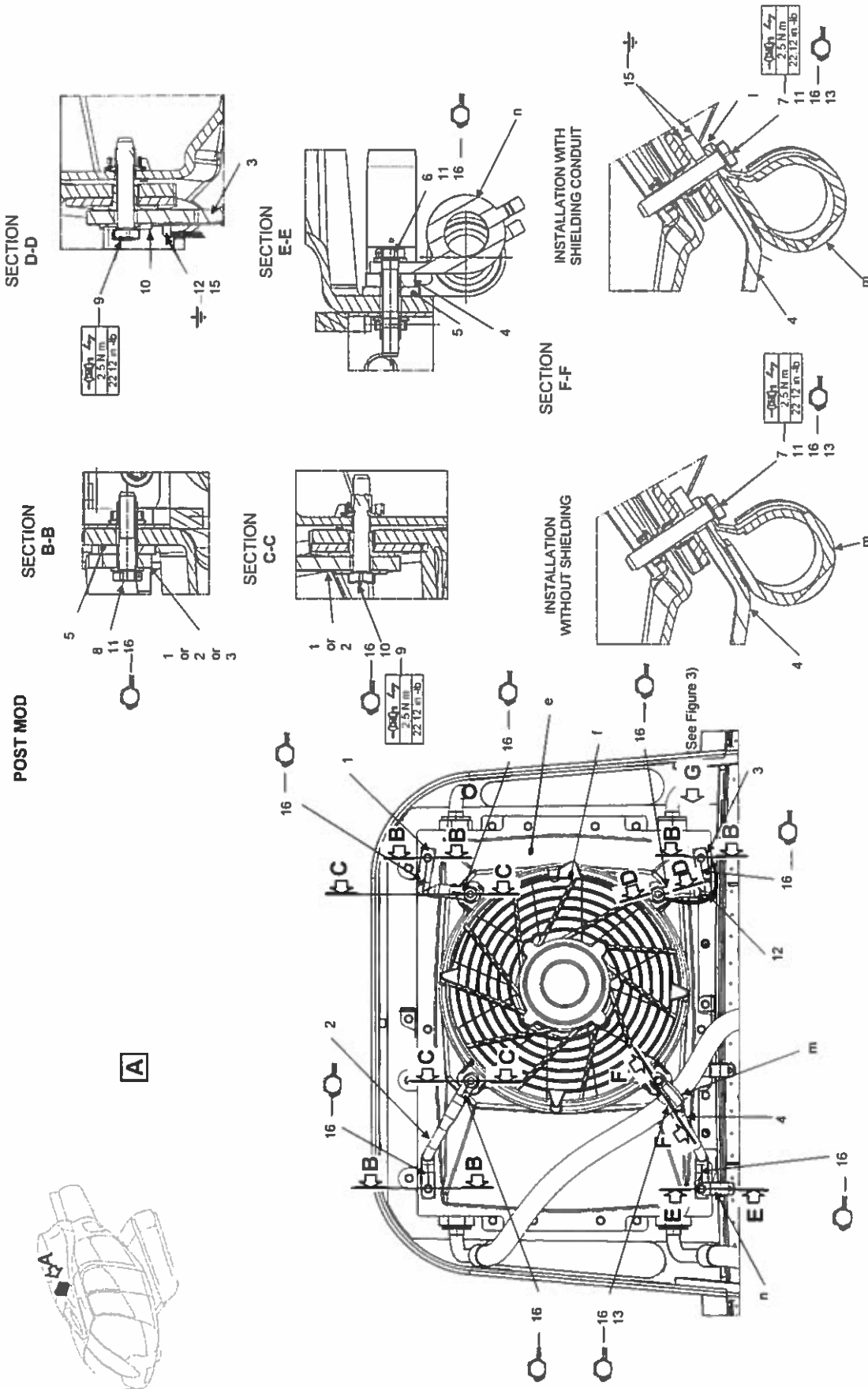


Figure 2

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G (See Figures 1 and 2)

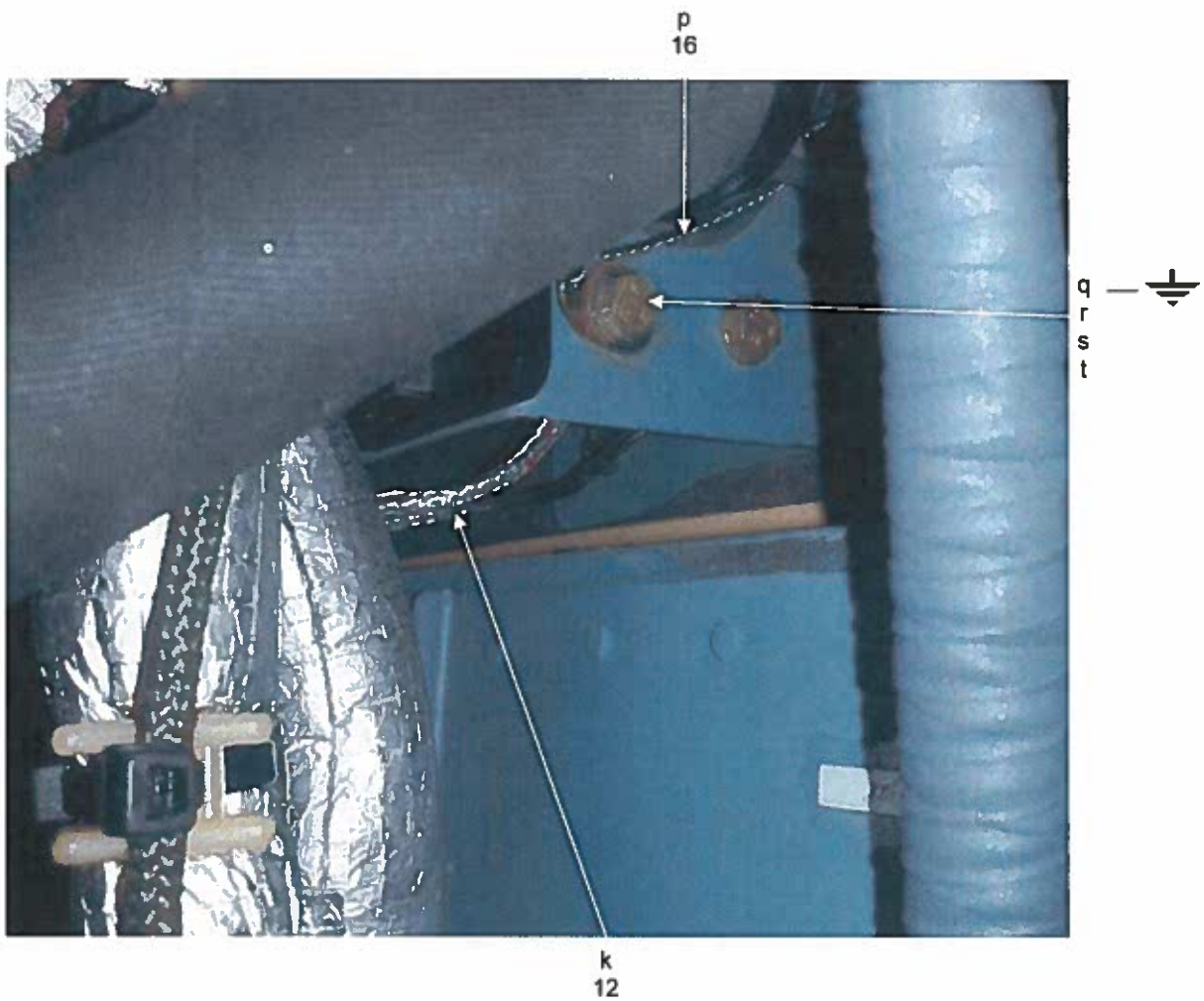


Figure 3

Global AMOC for AD 2014-22-51 dated November 12, 2015 - Cover Letter and EASB.pdf (838 KB)

Good Morning,

Please see attached the Global AMOC for AD 2015-22-51 dated November 12, 2015.

If you should have any questions, comments or concerns please feel free to contact Technical Support at 800-232-0323.

Thank you,



Kathy Conner
 Data Entry Specialist/TIPI Administrator
 Airbus Helicopters, Inc.
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 Fax: 972.641.3710
 Email: Kathy.conner@airbus.com

Global AMOC for AD 2014-22-51 dated November 12, 2015 - Message (HTML)

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Sent: Thu 11/19/2015 8:57 AM

From: Conner, Kathy

To: Cc

Bcc: Superior Aviation Services; Tanjore Corp. Ltd; Aaron, Chris; Arnold, Ken; Bennett, Bill; Biddecome, Bill; Breaux, Chris; Brown, Felicia; Brown, Tom; Carter, Chris; Conner, Kathy; Cunningham, Lindsay; Davis, Cambrien; Dodge, Scott; Erwin, Randall; Figlia, Emanuele; Griffith, Cathy; Guichard, Doug; Haller, Kelly; Herbst, Eric; Hoemle, Rodney; Hubbel, Jonathan; Jones, Mark; Kozad, James; Kinney, Ron; Luce, Tom; Lutz, Rod; Lyons, Eric; Marvin, Richard; Matlier, Mike; May, Mike; Motters, Michael; Motzinger, Jerry; Murr, Mike; Newman, Karl; Olsen, Ryan; Palmer, David; Peterson, Paul; Poole, Courtney; Ramadan, Ala; Read, Brian; Shauger, John; Shelby, Rick; Sheppen, Cory; Smith, Steve; Soderlund, Peter; Siegler, Scott; Vogel, Dave; Weatherhead, Les; Webb, Bruce; Young, Gregg

Subject: Global AMOC for AD 2014-22-51 dated November 12, 2015

Message: Global AMOC for AD 2014-22-51 dated November 12, 2015 - Cover Letter and EASB.pdf (838 KB) Global AMOC for AD 2014-22-51 dated November 12, 2015.pdf (86 KB)

Good Morning,

Please see attached the Global AMOC for AD 2015-22-51 dated November 12, 2015.

If you should have any questions, comments or concerns please feel free to contact Technical Support at 800-232-0323.

Thank you,



Kathy Conner
 Data Entry Specialist/TIPI Administrator
 Airbus Helicopters, Inc.
 Office: 972.641.3467
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Conner, Kathy

From: System Administrator
To: jklumker@falconig.com
Sent: Thursday, November 19, 2015 8:58 AM
Subject: Undeliverable: Global AMOC for AD 2014-22-51 dated November 12, 2015

Your message did not reach some or all of the intended recipients.

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ijklumker@falconig.com on 11/19/2015 8:57 AM

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<migcap.com #5.1.1 smtp;550 5.1.1 RESOLVER.ADR.RecipNotFound; not found>

Email'd to Paul Janaus.

Global AMOC for AD 2014-22-51 dated November 12, 2015 - Message (HTML)

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This message was sent with High Importance.

From: Conner, Kathy
 To: Planes@airbus.com

Subject: Global AMOC for AD 2014-22-51 dated November 12, 2015

Message [Global AMOC for AD 2014-22-51 dated November 12, 2015.pdf \(338 KB\)](#) [Global AMOC for AD 2014-22-51 dated November 12, 2015.pdf \(26 KB\)](#)

Good Morning,

Please see attached the Global AMOC for AD 2015-22-51 dated November 12, 2015.

If you should have any questions, comments or concerns please feel free to contact Technical Support at 800-232-0323.

Thank you,



Kathy Conner
 Data Entry Specialist/TIPI Administrator
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 Email: Kathy.conner@airbus.com

AMOC For AD-2014-22-51
 Nov. 12, 2015

EC130

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Main	11/19/2015 9:13	Redding Air Service	5302252231	33 pgs	OK			ADM564D92D51	ADMINISTRATOR	
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AECREM	11/19/2015 9:13	Sundance Helco	7027351415	33 pgs	OK			ADM564D92D61	ADMINISTRATOR	
AECREMOTE	11/19/2015 9:13	Sunshine Helicopt	8088710582	33 pgs	OK			ADM564D92D61	ADMINISTRATOR	
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