

## Airworthiness Directive

**AD No.:** 2023-0107**Issued:** 26 May 2023

Note: This 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):**

AS 350 and EC 130 helicopters

**Effective Date:** 09 June 2023**TCDS Number(s):** EASA.R.008**Foreign AD:** Not applicable**Supersedure:** None

### ATA 25 – Equipment / Furnishings – Cargo Swing Frame – Inspection

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**Manufacturer(s):**

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

**Applicability:**

AS 350 B2, AS 350 B3 and EC 130 B4 helicopters, if equipped with a cargo hook onboard Part Number (P/N) 704A41811035 and with a cargo swing frame (any P/N).

**Definitions:**

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

**The ASB:** AH Emergency Alert Service Bulletin (ASB) AS350-25.05.21 and ASB EC130-25A167, as applicable.

**The AMM Task:** Aircraft Maintenance Manual (AMM) Task 25-91-01, 6-2 (for AS 350 B2 and AS 350 B3 helicopters) or AMM Task 25-91-01, 6-4 (for EC 130 B4 helicopters), as applicable.

**Reason:**

Occurrences have been reported of a broken cargo swing frame during a flight transition to hover, resulting in loss of the load. Subsequent investigation determined that the interval for the repetitive inspections of the swing cargo installation, currently defined in operating hours (OPH) in the



applicable AMM, must be based on swing cycles (SC), and that certain cargo swing installations have been operated beyond the applicable repetitive inspection interval based on SC.

This condition, if not detected and corrected, could lead to loss of a cargo swing frame in flight, possibly resulting in damage to, and/or reduced control of, the helicopter.

To address this potential unsafe condition, AH issued the ASB providing instructions to inspect the cargo swing installation and frame.

For the reasons described above, this AD requires a one-time inspection of the cargo swing installation and frame and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

#### Inspection:

- (1) Within the compliance time specified in Table 1 of this AD, as applicable, inspect the cargo swing installation and frame in accordance with the instructions of the ASB.

Table 1 – Cargo Swing Installation / Frame Inspection (see Note 1 of this AD)

Accumulated SC	Compliance Time
Less than 550	Before exceeding 550 SC
500 or more	Before next SC after the effective date of this AD
Unknown	

Note 1: The SC specified in Table 1 of this AD are those accumulated by the cargo swing frame since first installation on a helicopter, or since last accomplishment of the AMM task, as applicable.

#### Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy is detected as specified in the ASB, before next flight, contact AH for approved instructions and accomplish those instructions accordingly.

#### Ref. Publications:

AH AS350-25.05.21 and ASB EC130-25A167 (published as single document) original issue dated 20 April 2023, or Revision 1 dated 15 May 2023.

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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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)  
E-mail: [TechnicalSupport.Helicopters@airbus.com](mailto:TechnicalSupport.Helicopters@airbus.com)  
Airbus World: Technical Request Management: <https://airbusworld.helicopters.airbus.com>.

