



AD #: 2025-23-52

Emergency Airworthiness Directive (AD) 2025-23-52 is sent to owners and operators of Airbus Helicopters Model EC130B4 and EC130T2 helicopters.

Background

The European Union Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union, has issued EASA Emergency AD 2025-0249-E, dated November 7, 2025 (EASA Emergency AD 2025-0249-E) (also referred to as the mandatory continuing airworthiness information, or the MCAI), to correct an unsafe condition on Airbus Helicopters Model EC130B4 and EC130T2 helicopters. The MCAI states that fatigue testing revealed the service life limit of the center shaft assembly needs to be corrected because a crack could initiate on the center shaft assembly, part number (P/N) 350A34021401 (Manufacturer P/N 350A34-0214-01), in the riveted area and propagate until failure. This emergency AD is intended to address cracking on the center shaft assembly. EASA considers the MCAI an interim action. This condition could result in structural failure of the tail rotor drive shaft with consequent loss of control of a helicopter.

Related Material

The FAA reviewed EASA Emergency AD 2025-0249-E, which specifies procedures for replacing the center shaft assembly with a serviceable center shaft assembly (either a shaft with another P/N or the same P/N with lower flight hours). EASA Emergency AD 2025-0249-E also prohibits installing a center shaft assembly that is not a serviceable center shaft assembly on any helicopter.

FAA's Determination

These products have been approved by the aviation authority of another country and are approved for operation in the United States. Pursuant to the FAA's bilateral agreement with this State of Design Authority, it has notified the FAA of the unsafe condition described in the MCAI described above. The FAA is issuing this AD after determining that the unsafe condition described previously is likely to exist or develop in other products of the same type design.

Emergency AD Requirements

This emergency AD requires accomplishing the actions specified in EASA Emergency AD 2025-0249-E, described previously, as incorporated by reference, except for any differences identified as exceptions in the regulatory text of this emergency AD.

Interim Action

The FAA considers that this emergency AD is an interim action. If final action is later identified, the FAA might consider additional rulemaking.

Justification for Immediate Adoption and Determination of the Effective Date

Section 553(b) of the Administrative Procedure Act (APA) (5 U.S.C. 551 *et seq.*) authorizes agencies to forego with notice and comment procedures for rules when the agency, for “good cause,” finds that those procedures are “impracticable, unnecessary, or contrary to the public interest.” Under this section, an agency, upon finding good cause, may issue a final rule without providing notice and seeking comment prior to issuance. Further, section 553(d) of the APA authorizes agencies to make rules effective in less than thirty days, upon a finding of good cause.

An unsafe condition exists that requires the immediate adoption of this emergency AD to all known U.S. owners and operators of these aircraft. The FAA has found that the risk to the flying public justifies forgoing notice and comment prior to adoption of this rule because cracks in the center shaft assembly could already exist and if not immediately addressed could lead to structural failure of the tail rotor drive shaft with consequent loss of control of a helicopter. About 100 of the 304 helicopters on the U.S. Registry are over the fatigue threshold and will require replacement within 10 hours time in service (TIS), and about half of the affected helicopters operate 30 or more hours TIS per month and could require replacement within 10 days. These compliance times are shorter than the time necessary for the public to comment and for the publication of the final rule. Accordingly, notice and opportunity for prior public comment are impracticable and contrary to the public interest pursuant to 5 U.S.C. 553(b).

In addition, the FAA finds that good cause exists pursuant to 5 U.S.C. 553(d) for making this amendment effective in less than 30 days, for the same reasons the FAA found good cause to forgo notice and comment.

Authority for this Rulemaking

Title 49 of the United States Code specifies the FAA’s authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency’s authority.

The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, General requirements. Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Presentation of the Actual Emergency Airworthiness Directive

The FAA is issuing this emergency airworthiness directive under 49 U.S.C. 106(g), 40113, and 44701 according to the authority delegated to me by the Administrator.

2025-23-52 Airbus Helicopters: Project Identifier MCAI-2025-01666-R.

(a) Effective Date

This emergency airworthiness directive (AD) is effective upon receipt.

(b) Affected ADs

None.

(c) Applicability

This emergency AD applies to Airbus Helicopters Model EC130B4 and EC130T2 helicopters, certificated in any category.

(d) Subject

Joint Aircraft Service Component (JASC) Code: 6510, Tail Rotor Drive Shaft.

(e) Unsafe Condition

This emergency AD was prompted by a determination that the service life limit of the center shaft assembly needs to be corrected because a crack could initiate on the center shaft assembly. The FAA is issuing this emergency AD to address cracking on a center shaft assembly. The unsafe condition, if not addressed, could result in structural failure of the tail rotor drive shaft with consequent loss of control of a helicopter.

(f) Compliance

Comply with this emergency AD within the compliance times specified, unless already done.

(g) Required Actions

Except as specified in paragraphs (h) and (i) of this emergency AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency Emergency AD 2025-0249-E, dated November 7, 2025 (EASA Emergency AD 2025-0249-E).

(h) Exceptions to EASA Emergency AD 2025-0249-E

(1) Where EASA Emergency AD 2025-0249-E refers to its effective date, this AD requires using the date of receipt of this AD.

(2) Where EASA Emergency AD 2025-0249-E requires compliance in terms of flight hours, this emergency AD requires using hours time-in-service.

(3) This emergency AD does not adopt the “Remarks” section of EASA Emergency AD 2025-0249-E.

(i) No Reporting and Return of Parts Requirements

Although the material referenced in EASA Emergency AD 2025-0249-E specifies to submit certain information to the manufacturer and to return the parts to the manufacturer, this emergency AD does not require any of these actions.

(j) Special Flight Permits

Special flight permits are prohibited.

(k) Alternative Methods of Compliance (AMOCs)

(1) The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as

appropriate. If sending information directly to the manager of the International Validation Branch, send it to the attention of the person identified in paragraph (l)(1) of this emergency AD and email to: AMOC@faa.gov.

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

(l) Additional Information

(1) For more information about this emergency AD, contact Dan McCully, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (404) 474-5548; email: william.mccully@faa.gov.

(2) For EASA material identified in this emergency AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone: +49 221 8999 000; email: ADs@easa.europa.eu; website: easa.europa.eu. You may find the EASA material on the EASA website at ad.easa.europa.eu.

Issued on November 10, 2025.

Steven W. Thompson,
Acting Deputy Director, Compliance & Airworthiness Division,
Aircraft Certification Service.