

AIRBUS HELICOPTERS CANADA LIMITED
SUBJECT:

Required maintenance for Rear Drive Shaft End Cap Installation (P/N 130-300014).

APPLICABILITY :

 Aircraft with the subject modification embodied in accordance with TCCA STC
 No. SH12-12 or any relevant foreign approvals.

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CHECKED BY: ^{for}	M. Merritt <i>M. Merritt</i>	23 rd June 2014	AHCA QUALITY ASSURANCE
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RECORD OF REVISIONS

Rev.	Pages at this Revision	Description, Reason Changed Pages	Prepared (name and date)	Checked (name and date)	App'd/Acc'd (Civil A/W Authority) (name and date)	Released (name and date)
0	1 through 15	Original Issue	D. Kerr 13 February 2012	C. Timmins 13 February 2012	PAI K. Chan 17 February 2012	B. Manson 22 February 2012
1	1 through 13	Revised to show company name change. Addition of T2. Revised the Airworthiness Limitations statement in Section 2. Revised 100 flight hour inspection to 150 flight hours. Inspection margins added. Plate part number referenced. AMM Chapter reference for vibration level and adjustment revised in Section 8. (Pages 3, 5 to 11)	See Page 1.	See Page 1.	See Page 1.	See Page 1.

NOTE: Revisions to this document will be distributed to operators of this equipment by the STC holder.
 NOTE: Revised portions of affected pages are identified by a vertical black line in the margin adjacent to the change.
 NOTE: Minor changes are released in accordance with TCCA-ACCEPTED CAR 521.154 procedures (ref. DAPM-E-0001).

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1. GENERAL

- A. This Rear Drive Shaft End Cap installation consists of a plate manufactured from stainless steel covering the opening in the aft end of the rear tail rotor drive shaft. The end cap is intended to help prevent moisture from entering the drive shaft.

Refer to Figure 1 for General Layout.

- B. These Instructions for Continued Airworthiness are applicable to aircraft with the subject modification embodied.

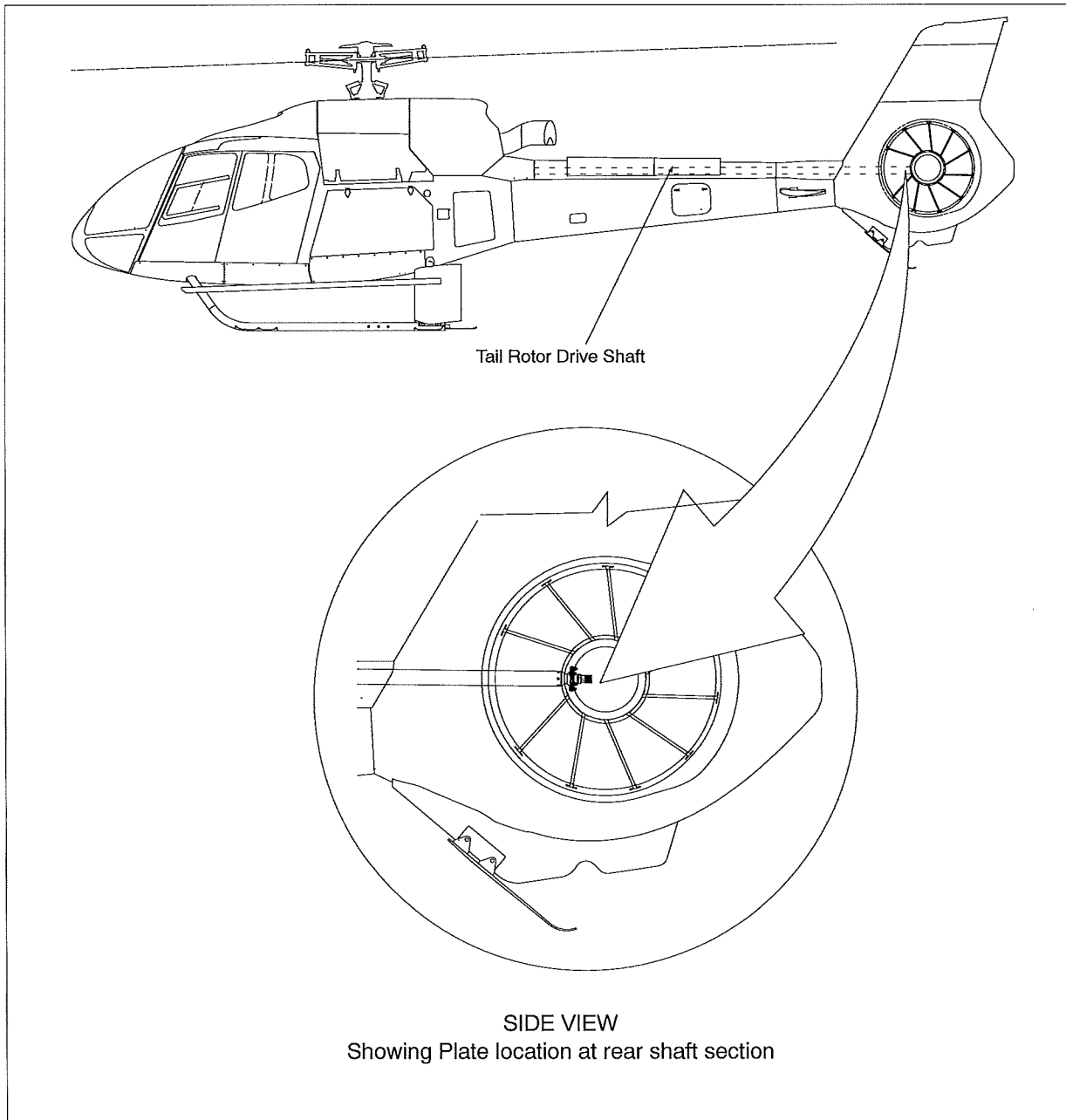


Figure 1 General Layout

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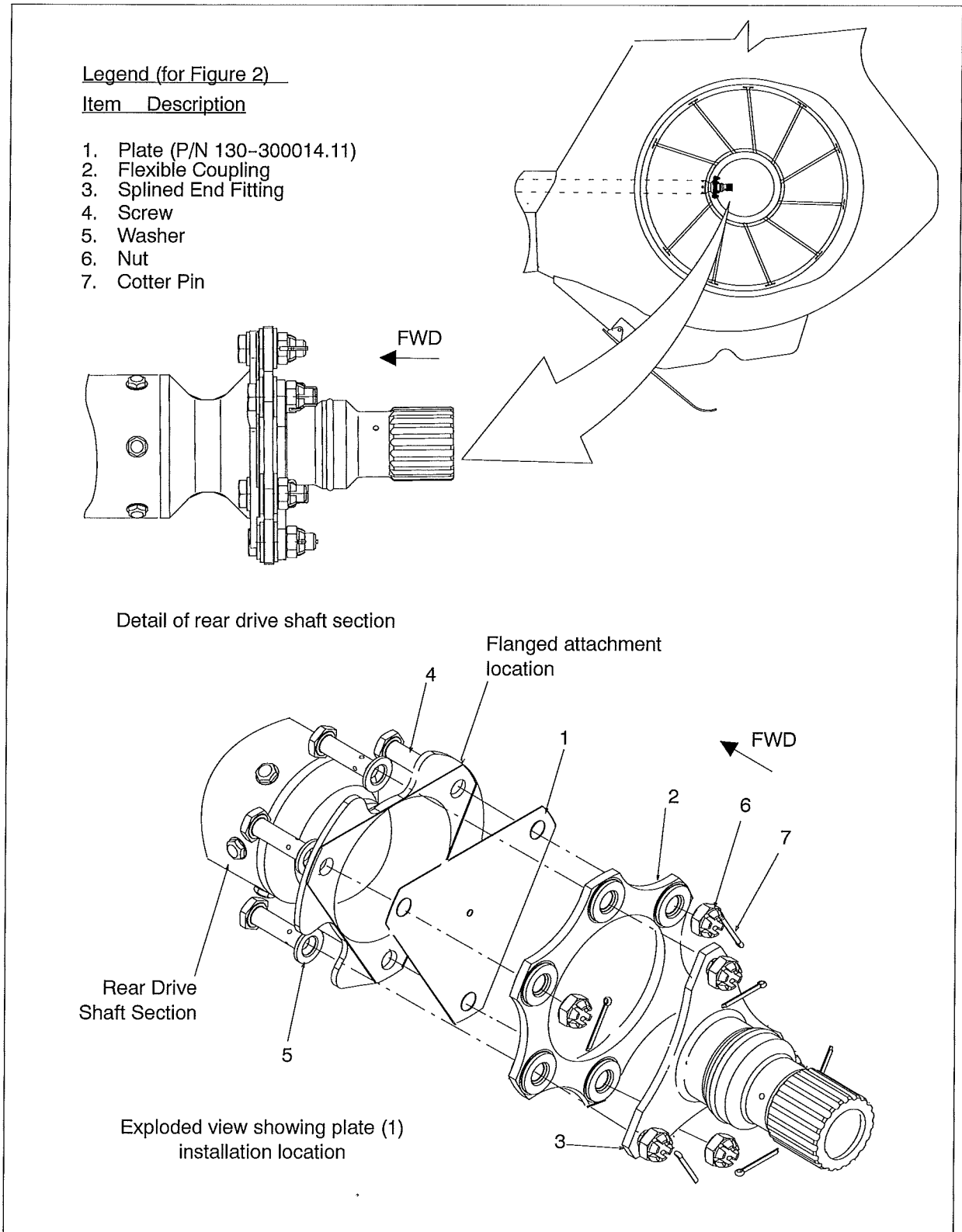


Figure 2 Rear Drive Shaft End Cap Details

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C. REFERENCES

DOCUMENT	DOCUMENT TITLE
AMM	Aircraft Maintenance Manual
MTC (all aircraft)	Standard Practices Manual

D. ABBREVIATIONS & DEFINITIONS

ABBREVIATION	DEFINITION
AH	Airbus Helicopters (France)
AHCA	Airbus Helicopters Canada Limited
D	Days
EC	Eurocopter (France)
FH	Flight Hours
hrs.	hours
M	Months
P/N	Part Number
ref.	reference

E. UNITS OF MEASUREMENT

ABBREVIATION / SYMBOL	UNIT OF MEASUREMENT
kg	kilogram
lb	pound
m	meter
mm	millimeters
in	inch

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2. **AIRWORTHINESS LIMITATIONS**

The Airworthiness Limitations section is approved by the Minister and specifies maintenance required by any applicable airworthiness or operating rule unless an alternative program has been approved by the Minister. Variations must also be approved.

The Airworthiness Limitations section is FAA approved and specifies inspections and other maintenance required under Sections 43.16 and 91.403 of the Federal Aviation Regulations unless an alternative program has been FAA approved.

No airworthiness limitations associated with this installation.

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3. CONTROL AND OPERATION

Control and operation of the aircraft remains unchanged.

4. INSPECTION SCHEDULE AND MAINTENANCE ACTION

NOTE: Use torque per MTC, Chapter 20.02.05.404, unless otherwise specified.

4.1. INSPECTION SCHEDULE – After installation of plate
4.1.1. Every 30 FH after initial installation during the next 150 FH:

ITEM	INSPECTION OR MAINTENANCE WORK	CORRECTIVE ACTION
A	<ul style="list-style-type: none"> - Visually check the flanged attachment positions on the rear drive shaft section, shown in Figure 2, for: <ul style="list-style-type: none"> a. fretting corrosion at screw, item 4 (3 places) attachment points 	<ul style="list-style-type: none"> a. If fretting corrosion is found, repair in accordance with EC 130 AMM, Inspection Criteria – Rear Shaft Section, Chapter 65-11-00, 6-3.

Table 1 Inspection Schedule and Maintenance Action
 Every 30 FH after initial installation during the next 150 FH

4.1.2. Every 150 FH or 12 M (Margin 15 FH or 36 D) to coincide with the 150 FH or 12 M helicopter inspection, whichever occurs first:

ITEM	INSPECTION OR MAINTENANCE WORK	CORRECTIVE ACTION
A	<ul style="list-style-type: none"> - Visually check the flanged attachment locations on the rear drive shaft section, shown in Figure 2, for: <ul style="list-style-type: none"> a. fretting corrosion at screw, item 4 (3 places) attachment points 	<ul style="list-style-type: none"> a. If fretting corrosion is found, repair in accordance with EC 130 AMM, Inspection Criteria – Rear Shaft Section, Chapter 65-11-00, 6-3.
B	<ul style="list-style-type: none"> - Check plate, item1, shown in Figure 2, for: <ul style="list-style-type: none"> a. cracks and deformation b. corrosion 	<ul style="list-style-type: none"> a. No cracks or deformation are allowed. Contact AHCA for replacement part. b. No corrosion is allowed. If corrosion is found, contact AHCA for replacement parts.

Table 2 Inspection Schedule and Maintenance Action
 Every 150 FH or 12 M to coincide with the 150 FH or 12 M helicopter inspection, whichever occurs first
 (continued on following page)

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4. INSPECTION SCHEDULE AND MAINTENANCE ACTION (continued)

4.1.2. Every 150 FH or 12 M (Margin: 15 FH or 36 D) to coincide with the 150 FH or 12 M helicopter inspection, whichever occurs first:

ITEM	INSPECTION OR MAINTENANCE WORK	CORRECTIVE ACTION
C	- Visually check plate, item 1, shown in Figure 2, for: a. cracking around mounting holes	a. No cracking is allowed. If cracking is found, contact AHCA for replacement parts.
D	- Check cotter pin, item 7, shown in Figure 2 for: a. security	a. Secure as required.

Table 2 Inspection Schedule and Maintenance Action
 Every 150 FH or 12 M to coincide with the 150 FH or 12 M helicopter inspection, whichever occurs first

4.1.3. Every 600 FH or 24 M (Margin: 60 FH or 73 D) to coincide with the 600 FH or 24 M helicopter inspection, whichever occurs first:

ITEM	INSPECTION OR MAINTENANCE WORK	CORRECTIVE ACTION
A	- Remove screws 4 (6 places) from the Rear Shaft Section in accordance with AHCA 130 AMM, Chapter 65-11-00, 4-5, shown in Figure 2: a. Inspect Rear Drive Shaft section at the Flanged attachment location	a. Inspect in accordance with EC 130 AMM, Inspection Criteria - Rear Shaft Section, Chapter 65-11-00, 6-3.
B	- Inspect the flexible coupling, item 2, shown in Figure 2: a. Inspect flexible coupling	a. Inspect in accordance with EC 130 AMM, Inspection Criteria-Flexible Coupling, Chapter 65-11-00, 6-4.

Table 3 Inspection Schedule and Maintenance Action
 Every 600 FH or 24 M, to coincide with the 600 FH or 24 M helicopter inspection, whichever occurs first
 (continued on following page)

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4. INSPECTION SCHEDULE AND MAINTENANCE ACTION (continued)

4.1.3. Every 600 FH or 24 M (Margin: 60 FH or 73 D) to coincide with the 600 FH or 24 M helicopter inspection, whichever occurs first:

ITEM	INSPECTION OR MAINTENANCE WORK	CORRECTIVE ACTION
C	- Check plate, item1, shown in Figure 2, for: a. cracks and deformation b. corrosion	a. No cracks or deformation are allowed. Contact AHCA for replacement part. b. No corrosion is allowed. If corrosion is found, contact AHCA for replacement parts.
D	- Visually check plate, item 1, in Figure 2, for: a. cracking around mounting holes	a. No cracking is allowed. If cracking is found, contact AHCA for replacement parts.

Table 3 Inspection Schedule and Maintenance Action
 Every 600 FH or 24 M, to coincide with the 600 FH or 24 M helicopter inspection, whichever occurs first

5. REPLACEMENT COMPONENTS AND REPAIR / OVERHAUL INFORMATION

Contact AHCA for replacement parts. No overhaul information required for this installation.

For replacement components or repair information contact:

Airbus Helicopters Canada Limited
 1100 Gilmore Road, P.O. Box 250
 Fort Erie, Ontario L2A 5M9 Canada
 Telephone: (905) 871-7772
 Telefax: (905) 871-3320
 www.airbushelicopters.ca

6. TROUBLESHOOTING

There are no unique characteristics which require troubleshooting techniques.

7. SPECIAL TOOLING

If balancing of the tail rotor drive shaft is required, refer to EC130, AMM Chapter 65-11-00, 5-1A for special tooling requirements.

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8. REMOVAL AND REPLACEMENT

- Read General Safety Instruction – Electrical Power Supply System (EC 130 AMM, Chapter 24-00-00, 3-1)
- Disconnect the external power unit and battery (refer to Electrical Power Supply on the Ground, EC 130 AMM, Chapter 24-00-00, 2-1)
- Comply with the general safety instructions for the mechanical assemblies – EC 130, AMM, Chapter 60-00-00, 3-1)
- Remove central and aft fairing assemblies from tailboom to gain access to the tail rotor drive shaft.

A. REMOVAL

- 1) REAR DRIVE SHAFT END CAP (Refer to Figure 2)
 - a) Remove plate (1). Refer to Removal – Rear Shaft Section, EC 130 AMM, Chapter 65-11-00, 4-5.

B. REPLACEMENT

NOTE: Use torque per MTC, Volume 2, Chapter 20.02.05.404, unless otherwise specified.

- 1) REAR DRIVE SHAFT END CAP (Refer to Figure 2)
 - a) Replace plate (1). Refer to Installation – Rear Shaft Section, EC 130 AMM, Chapter 65-11-00, 4-6.
- 2) Do a check of the vibration level and adjust if required in accordance with EC 130 AMM, Chapter 65-11-00, 5-1A.
- 3) Install the central and aft fairing assemblies on the tailboom covering the tail rotor drive shaft.
- 4) Before energizing the aircraft power supply system, read safety instructions. Refer to Electrical Power Supply on the Ground, EC 130 AMM, Chapter 24-00-00, 2-1.
- 5) Reconnect the external power unit and battery. Refer to Installation EC 130 AMM, Chapter 24-00-00, 2-1.
- 6) Perform functional test – DC Power Supply System in accordance with EC 130 AMM, Chapter 24-30-00, 5-1.
- 7) Perform operational check of all systems that were serviced in accordance with the EC 130 AMM procedures and the system's installation/operation manual.

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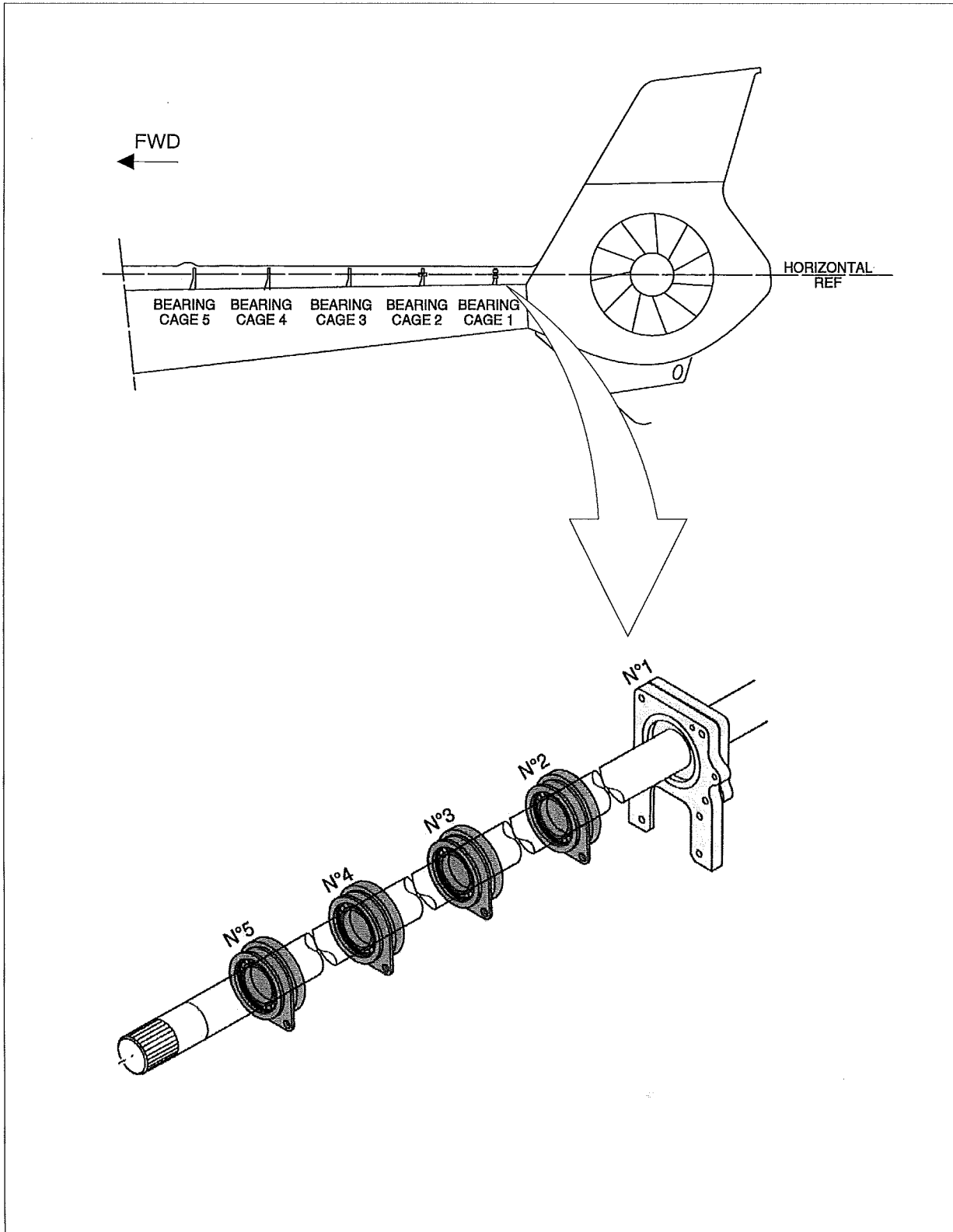


Figure 3 Detail showing location of Bearing #1

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**INSTRUCTIONS FOR CONTINUED
AIRWORTHINESS
REAR DRIVE SHAFT END CAP
INSTALLATION
EC 130 B4/T2**

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9. WEIGHT AND BALANCE DATA

Negligable.

10. PLACARDS AND MARKINGS

Not applicable.

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