Airbus Helicopters EC130 T2 Model Guide

Airbus Helicopters EC130 T2 is a skid-gear turboshaft helicopter with an Arriel 2D engine and a Thales FADEC. Family-level EC130 data (B4 and T2 together) shows up to 8 passengers, up to 345 nm range and up to 127 kt cruise. Those are not T2-specific figures. The documents supplied are service bulletins, so this guide focuses on mandatory airworthiness checks to verify before buying.

KEY TAKEAWAYS

- Tail rotor center shaft (EASB EC130-65-00-0001): T2 shafts at 5550 FH or more but under 8050 FH need action within 50 FH; under 5550 FH, by 5600 FH.
- Landing gear corrosion inspection (ASB EC130-32A013) is mandatory on B4 and T2; Airbus estimates 2 hours of work and half a day of downtime.
- Aft tail drive shaft 350A34-5020-00 must be replaced within 600 FH or 24 months, whichever comes first (ASB EC130-65-11-0002).
- The FADEC GOV-light flight manual procedure (ASB EC130-04A004) is cancelled once the FADEC has amendment A or B. Check the FADEC part number.

TAIL ROTOR DRIVE: WHAT TO VERIFY

Ask for the time since new (TSN) of the center shaft assembly 350A34-0214-01. EASB EC130-65-00-0001 (issued 2025-11-06) cites fatigue tests, and a crack can start at the riveted area. On a T2, 8050 FH or more means action within 10 FH. A shaft with 5550 FH to under 8050 FH needs action within 50 FH. Under 5550 FH, act by 5600 FH. Replacement is estimated at 6 h for 2 mechanics. Also confirm the aft shaft status under ASB EC130-65-11-0002: loose or failed rivets on the bearing support, some cracks, and spline wear were reported.

LANDING GEAR CORROSION INSPECTION

ASB EC130-32A013 (Revision 1, 2022-10-17) came after corrosion was found at the rear crossbeam clamp, the rear skid junction fitting, and the front crossbeam-to-skid splice. It requires inspecting the outside and inside of the gear tubes. Gear built before modification 0720110 is affected, unless ASB 05A035 was done. Gear age is set by its oldest part. If the installation date or operating environment is unknown, the bulletin says to record before February 16, 2016 and severe conditions. Internal-only inspection does not need gear removal. Ask for the compliance records.

FADEC HISTORY AND RECORDS

ASB EC130-04A004 covered T2 helicopters with an Arriel 2D and Thales FADEC P/N C13165DA00, C13165DA00PC00 or C13165FA00. After one event, a FADEC channel was lost, the amber GOV light came on, and the VEMD displays failed. Amendment A (for the first two part numbers) or amendment B (for C13165FA00) cancels the flight manual procedure. Check that the FADEC part number and amendment are recorded in the helicopter documents.

SAFETY NOTES

- In the FADEC event, rotor speed fell to 369 RPM and the VEMD screens went out; the pilot made a running landing with NR reaching 400 RPM.
- Tail rotor center shaft: a crack can start at the riveted area and spread until the shaft fails. Do not defer the EASB limits.
- Airbus Helicopters makes these bulletins mandatory. Ask for written proof of compliance, including issue or revision numbers, before purchase.

AI-aggregated guide for the Airbus Helicopters EC130 T2 · sources: EMERGENCY ALERT SERVICE BULLETIN (#100820) · ALERT SERVICE BULLETIN (#100697) · ALERT SERVICE BULLETIN - Tail Rotor Drive - Shaft - Improved geometry of the tail boom rear drive shaft (#101220) · ALERT SERVICE BULLETIN (#100378) · generated 2026-10-18 · Reference only, not for flight. Check the original documents before relying on this guide.