



Airworthiness Directive

AD No.: 2019-0139

Issued: 12 June 2019

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, 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 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):

EC 120 B helicopters

Effective Date: 26 June 2019

TCDS Number(s): EASA.R.508

Foreign AD: Not applicable

Supersedure: This AD supersedes EASA AD 2018-0186 dated 29 August 2018.

ATA 62 – Main Rotor – Hub Scissors / Attachment Bolts – Inspection / Replacement

Manufacturer(s):

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

Applicability:

EC 120 B helicopters, all serial numbers.

Definitions:

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

Affected part: Main rotor (MR) hub scissors attachment bolts, installed on a MR hub scissors assembly Part Number C623A21101.

Serviceable part: MR hub scissors attachment bolts that are new (never installed before), or have passed an inspection (no defects found) in accordance with the instructions of AH Alert Service Bulletin (ASB) EC120-62A020.

Reason:

An occurrence was reported where, during a pre-flight inspection, a broken MR hub scissors attachment bolt was found, and another bolt was found bent. The preliminary result of the technical investigation revealed that the event might be due to exceedance of acceptable criteria of corrosion and some other efforts applied to the affected MR hub scissors attachment bolts.



This condition, if not detected and corrected, could lead to detachment of a MR hub scissors attachment bolt, possibly resulting in complete loss of control of the helicopter.

To address this unsafe condition, AH issued ASB EC120-62A020 to provide inspection instructions, and consequently, EASA issued AD 2018-0186 to require a one-time inspection of the affected parts.

Since that AD was issued, AH issued ASB EC120-05A019 to provide additional marking and inspection instructions.

For the reason described above, this AD retains the requirements of EASA AD 2018-0186, which is superseded, requires the marking of affected parts, repetitive inspections to detect rotation and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

Inspection(s) / Markings:

- (1) Within 50 flight hours (FH) after 05 September 2018 [the effective date of EASA AD 2018-0186], inspect each affected part in accordance with the instructions of ASB EC120-62A020.
- (2) Within 50 FH after the effective date of this AD, apply markings on each affected part in accordance with the instructions of ASB EC120-05A019, and, thereafter, during each "15 FH / 7 D check" as defined in the Aircraft Maintenance Manual (AMM), inspect each affected part in accordance with the instructions of ASB EC120-05A019.

Corrective Action(s):

- (3) If, during the inspection as required by paragraph (1) of this AD, any discrepancies are detected as defined in ASB EC120-62A020, before next flight, remove the affected bolts from service in accordance with the instructions of ASB EC120-62A020, contact AH for approved repair instructions and accomplish those instructions accordingly.
- (4) If, during any inspection as required by paragraph (2) of this AD, any discrepancies are detected as defined in ASB EC120-05A019, before next flight, contact AH for approved repair instructions and accomplish those instructions accordingly.

Reporting:

- (5) Within 30 days after the inspection as required by paragraph (1) of this AD, report all findings (including none) to AH.

Parts Installation:

- (6) From 05 September 2018 [the effective date of EASA AD 2018-0186], it is allowed to install on any helicopter an affected part, provided it is a serviceable part, as defined in this AD.

Ref. Publications:

AH ASB EC120-62A020 original issue dated 23 August 2018.

AH ASB EC120-05A019 original issue dated 11 June 2019.



The use of later approved revisions of the above-mentioned documents 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 Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: 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](#).
5. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters – Aéroport de Marseille Provence, 13725 Marignane CEDEX, France
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