



## Airworthiness Directive Cancellation Notice

**AD No.:** 2020-0247-CN

**Issued:** 01 July 2024

Note: This Airworthiness Directive (AD) Cancellation Notice (CN) 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.

**Design Approval Holder's Name:**

AIRBUS HELICOPTERS

**Type/Model designation(s):**

EC 120 B helicopters

**Effective Date:** 01 July 2024

**TCDS Number(s):** EASA.R.508

**Foreign AD:** Not applicable

**Cancellation:** This Notice cancels EASA AD 2020-0247 dated 10 November 2020.

### **ATA 32 – CANCELLED: Landing Gear – Skid Tubes – Inspection / Rotorcraft Flight Manual – Section Limitations – Amendment**

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**Manufacturer(s):**

Airbus Helicopters (AH), formerly Eurocopter, Eurocopter France

**Applicability:**

EC 120 B helicopters, all serial numbers (s/n).

**Definitions:**

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

**Autorotation landing:** Power-off landing with touchdown completed.

**The ASB:** AH EC120 Emergency Alert Service Bulletin (ASB) 05A022.

**Affected part:** Left-hand (LH) and right-hand (RH) skid tubes, having Part Number (P/N) C321A2107101 (LH), P/N C321A2108101 (RH), P/N C321A2107102 (LH), P/N C321A2108102 (RH), P/N C321A2502102 (LH) or P/N C321A2503102 (RH), installed on landing gear having P/N C321A2101053, P/N C321A2101054, P/N C321A2501051 or P/N C321A2601053.



**Reason:**

Cracks have been reportedly found on landing gear skid of a helicopter with a high number of autorotation landings. Similar cracks have been found on other helicopters, also having accumulated a high number of autorotation landings.

This condition, if not detected and corrected, could lead to failure of the landing gear skid, possibly resulting in rollover of the helicopter after a hard landing and consequent injury to occupants.

To address this potential unsafe condition, AH published the ASB to provide inspection instructions of the affected parts, and to define a temporary weight limitation until these inspections are implemented. Consequently, EASA issued AD 2020-0247, requiring amendment of the applicable Rotorcraft Flight Manual (RFM), repetitive inspections of the affected parts and, depending on findings, accomplishment of applicable corrective action(s).

Since that AD was issued, AH designed new equipped skids that include reinforced crossbeam feet, which improves strength and increases the number of landings allowed in autorotation. AH also published an Operating Time Limit (OTL) for the new equipped skids, and an OTL for equipped skids, which do not include new reinforced crossbeam feet. Consequently, the unsafe condition is no longer present and cannot develop on a helicopter.

This Notice, therefore, cancels EASA AD 2020-0247.

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

None.

**Ref. Publications:**

AH EC120 Emergency ASB 05A022 original issue dated 20 October 2020.

**Remarks:**

1. This AD-CN was posted on 23 May 2024 as PAD 24-057-CN for consultation until 20 June 2024. No comments were received during the consultation period.
2. Enquiries regarding this AD-CN should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
3. For any question concerning the technical content of this AD-CN, please contact: Airbus Helicopters (Technical Support),  
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