



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 20-193

Issued: 03 December 2020

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

AIRBUS HELICOPTERS

Type/Model designation(s):

EC 120 B helicopters

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.R.508

Foreign AD: Not applicable

Supersedure: None

ATA 53 – Fuselage – Tail Boom – Inspection / Modification / Repair

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:

The ASB: AH Alert Service Bulletin (ASB) EC120-53A017 Revision 1.

The SB: AH Service Bulletin (SB) EC120-53-018.

Reason:

An occurrence was reported of finding corrosion on the external tail boom skin of an EC 120 helicopter, under the Very High Frequency (VHF) antenna. This galvanic type of corrosion cannot be detected without removing the VHF antenna.

This condition, if not detected and corrected, could lead to degradation of the tail boom structure, and upon landing under severe load, possibly result in a roll-over of the helicopter.



To address this potential unsafe condition, AH issued the ASB to provide instructions to inspect the VHF antenna attachments, and for embodiment of a modification to prevent such galvanic corrosion in the affected area. AH also issued the SB to provide repair instructions, in case cracks or corrosion are detected.

For the reason described above, this AD requires a one-time inspection of the VHF antenna attachments to the tail boom and, depending on findings, accomplishment of a modification or applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within 6 months after the effective date of this AD, inspect the VHF antenna attachments to the tail boom in accordance with the instructions of the paragraph 3.B of the ASB.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, no corrosion and no cracks are detected, before next flight, modify the helicopter in accordance with the instructions of paragraph 3.B of the ASB.
- (3) If, during the inspection as required by paragraph (1) of this AD, any corrosion or cracks are detected, before next flight, repair the helicopter in accordance with the instructions of paragraph 3.B of the SB.

Parts Installation:

- (4) From the effective date of this AD, it is allowed to install on any helicopter a tail boom, provided that, prior to installation, it has passed an inspection (no corrosion or cracks found) and has been modified in accordance with the instructions of paragraph 3.B of the ASB or, depending on findings, repaired in accordance with the instructions of paragraph 3.B of the SB.

Ref. Publications:

AH ASB EC120-53A017 original issue dated 14 September 2020, and Revision 1 dated 26 November 2020.

AH SB EC120-53-018 original issue dated 26 November 2020.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 31 December 2020.
2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.



3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
4. For any question concerning the technical content of the requirements in this PAD, please contact: Airbus Helicopters – Aéroport de Marseille Provence, 13725 Marignane CEDEX, France
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