

## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 23-033

**Issued:** 20 March 2023

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:** This AD supersedes DGAC France AD F-2006-040 dated 15 February 2006 (EASA Approval No. 2006-0036-E) and EASA Emergency AD 2010-0026-E dated 19 February 2010.

### ATA 05 – Time Limits / Maintenance Checks – Airworthiness Limitations Section – Amendment

**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 ALS:** AH EC 120 B Chapter 04 Airworthiness Limitations Section (ALS) Revision 003.

**The AMP:** The Aircraft Maintenance Programme (AMP) contains the tasks on the basis of which the scheduled maintenance is conducted to ensure the continuing airworthiness of each operated helicopter. For helicopters operated under EU regulations, the operator or the owner ensures compliance with the AMP as stipulated in Commission Regulation (EU) [1321/2014](#).

**New and/or more restrictive tasks and limitations:** This includes all tasks that are new and all tasks for which a threshold or interval was reduced, which were introduced into the ALS (as defined in this AD) since the previous ALS Revision that is currently incorporated in the AMP.

**Reason:**

The airworthiness limitations for the AH EC 120 B, which are approved by EASA, are currently defined and published in the AH EC 120 B Chapter 04 ALS document. These instructions have been identified as mandatory for continued airworthiness.

Failure to accomplish these instructions could result in an unsafe condition.

DGAC France and EASA previously issued DGAC AD F-2006-040 and EASA AD 2010-0026-E to address life limited parts and main rotor hub inspections, respectively.

Since those ADs were issued, various revisions of EC 120 B Chapter 04 ALS were published, up to recently Revision 003, introducing (additional) new and/or more restrictive tasks, including incorporation of the requirements of DGAC France AD F-2006-040 and EASA Emergency AD 2010-0026-E.

For the reasons described above, this AD retains the requirements of DGAC France AD F-2006-040 and EASA Emergency AD 2010-0026-E, which are superseded, and requires accomplishment of the actions specified in the ALS, as defined in this AD.

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

Required as indicated, unless accomplished previously:

**Maintenance Tasks and Replacement of Life Limited Parts:**

- (1) From the effective date of this AD, accomplish the following actions, as specified in the ALS, as applicable, depending on helicopter configuration:
  - (1.1) Replace each component before exceeding the applicable life limit, and
  - (1.2) Within the thresholds and intervals, accomplish all applicable maintenance tasks.

**Corrective Action(s):**

- (2) In case of finding discrepancies during accomplishment of any task as required by paragraph (1) of this AD, before next flight, accomplish the applicable corrective action(s) in accordance with the applicable AH maintenance documentation. If a detected discrepancy cannot be corrected by using existing AH instructions, before next flight, contact AH for approved instructions and accomplish those instructions accordingly.

**AMP Revision:**

- (3) Within 12 months after the effective date of this AD, revise the approved AMP by incorporating the limitations, tasks and associated thresholds and intervals described in the ALS, as applicable, depending on helicopter configuration.



**Credit:**

- (4) If, before the effective date of this AD, the AMP has been revised to incorporate the maintenance tasks and life limitations as specified in a previous ALS revision, that action ensures the continued accomplishment of those tasks and limitations.

Consequently, for a helicopter to which that AMP applies, it is acceptable to accomplish the new and/or more restrictive tasks and limitations as specified in the ALS, as applicable, depending on helicopter configuration, within the compliance times as specified in the ALS to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the new and/or more restrictive tasks and limitations as specified in the ALS, as applicable depending on helicopter configuration, into the AMP to comply with paragraph (3) of this AD.

**Recording AD compliance:**

- (5) When the AMP of a helicopter has been revised as required by paragraph (3) or (4) of this AD, as applicable, that action ensures continued accomplishment of the tasks as required by paragraphs (1) and (2) of this AD for that helicopter. Consequently, after revising the AMP, as required by paragraph (3) or (4) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

**Ref. Publications:**

AH EC 120 B Chapter 04 ALS Revision 003 dated 18 July 2022.

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

**Remarks:**

1. This Proposed AD will be closed for consultation on 17 April 2023.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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 (Technical Support), Aéroport de Marseille Provence, 13725 Marignane Cedex, France, Telephone +33 (0)4 42 85 97 97, Fax +33 (0)4 42 85 99 66, or



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