



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 24-133

Issued: 08 November 2024

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 67 – Rotors Flight Control – Pilot Cyclic Stick Bonding Braid – Inspection

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) EC120-67-10-0001.

Bonding braid: The bonding braid on the socket of the pilot cyclic stick.

Reason:

An occurrence was reported where, during an instruction flight, the pilot flying encountered several times a cyclic flight control restriction when turning right. During the post-event inspection, it was determined that the bonding braid, as defined in this AD, had moved to an unexpected position, limiting full movement of the stick to the right.



This condition, if not detected and corrected, could lead to a flight control restriction during flight, potentially resulting in loss of control of the helicopter.

To address this potential unsafe condition, AH issued the ASB, as defined in this AD, to provide instructions to inspect the bonding braid and to improve its installation.

For the reason described above, this AD requires a one-time inspection of the bonding braid, and to secure its installation with binding clamp.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Inspection:

- (1) Within 110 flight hours or 6 months, whichever occurs first after the effective date of this AD, inspect the position of the bonding braid in accordance with the instructions of the ASB.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, an incorrect position of the bonding braid is identified, before next flight, accomplish the applicable corrective actions in accordance with the instructions of the ASB.

Modification:

- (3) Before next flight after the inspection and accomplishment of the corrective action as required by respectively the paragraphs (1) and (2) of this AD, as applicable, secure the bonding braid with a binding clamp in accordance with the instructions of the ASB.

Ref. Publications:

AH ASB EC120-67-10-0001 original issue (Issue 001) dated 17 October 2024.

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 06 December 2024.
2. Enquiries regarding this PAD should be referred to the EASA Safety 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 (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 Airbus World: Technical Request Management: <https://airbusworld.helicopters.airbus.com>, E-mail: TechnicalSupport.Helicopters@airbus.com.

