


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2014-0167</b></p> <p><b>Date: 16 July 2014</b></p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<b>Design Approval Holder's Name:</b>		<b>Type/Model designation(s):</b>
AIRBUS HELICOPTERS		EC 120 B helicopters
TCDS Number:	EASA.R.508	
Foreign AD:	Not applicable	
Supersedure:	None	
<b>ATA 53</b>		
<b>Fuselage – Tail boom – Inspection</b>		
Manufacturer(s):	Airbus Helicopters (formerly Eurocopter, Eurocopter France, Aerospatiale).	
Applicability:	EC 120 B helicopters, all serial numbers, except those that have embodied modification (mod) C008A0345065 in production.	
Reason:	<p>Corrosion and cracks were found on the external tail boom skin, under the Left Hand (LH) and Right Hand (RH) VHF Omni Directional Range (VOR) antenna mounting bases. This galvanic type corrosion is due to contact between the aluminium skin and the stainless steel antenna attachment inserts and lack of protection.</p> <p>Corrosion propagation cannot be detected without removing the VOR antennas and requires in-depth examination.</p> <p>This condition, if not detected and corrected, could lead to a structural failure of the tail boom and consequent loss of the helicopter.</p> <p>To address this potential unsafe condition, Airbus Helicopters developed mod C008A0345065, to be applied in service through Alert Service Bulletin (ASB) EC120-53A015.</p> <p>For the reasons described above, this AD requires a one-time inspection of the LH and RH VOR antenna mounting base area of the tail boom and, depending on findings, accomplishment of a repair or embodiment of the modification C008A0345065.</p>	
Effective Date:	25 July 2014	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the compliance time as defined in Table 1 of this AD, inspect the tail boom in accordance with the instructions of paragraph 3 of Airbus Helicopters ASB EC120-53A015.</p> <p style="text-align: center;">Table 1</p> <table border="1" data-bbox="564 371 1458 685"> <thead> <tr> <th data-bbox="564 371 1008 479"><b>Time Since New (TSN) on the effective date of this AD of the Tail Boom</b></th> <th data-bbox="1008 371 1458 479"><b>Compliance Time</b></th> </tr> </thead> <tbody> <tr> <td data-bbox="564 479 1008 528">Less than or equal to 9 months</td> <td data-bbox="1008 479 1458 528">Before exceeding 12 months TSN</td> </tr> <tr> <td data-bbox="564 528 1008 607">More than 9 months, but less than 57 months</td> <td data-bbox="1008 528 1458 607">Within 3 months after the effective date of this AD</td> </tr> <tr> <td data-bbox="564 607 1008 685">Equal to or more than 57 months</td> <td data-bbox="1008 607 1458 685">Within 30 days after the effective date of this AD</td> </tr> </tbody> </table> <p>(2) If, during the inspection as required by paragraph (1) of this AD, any crack or corrosion is detected, before next flight, contact Airbus Helicopters for approved repair instructions and accomplish those instructions accordingly.</p> <p>(3) If, during the inspection as required by paragraph (1) of this AD, no crack and no corrosion is detected, before next flight, modify the helicopter in accordance with the instructions of paragraph 3 B.2.b of Airbus Helicopters ASB EC120-53A015.</p>	<b>Time Since New (TSN) on the effective date of this AD of the Tail Boom</b>	<b>Compliance Time</b>	Less than or equal to 9 months	Before exceeding 12 months TSN	More than 9 months, but less than 57 months	Within 3 months after the effective date of this AD	Equal to or more than 57 months	Within 30 days after the effective date of this AD
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<p>Ref. Publications:</p>	<p>Airbus Helicopters ASB EC120-53A015, original issue, dated 15 July 2014.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>								
<p>Remarks:</p>	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>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.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters (STDI) – Aéroport de Marseille Provence 13725 Marignane Cedex, France; Telephone +33 (4) 42 85 97 97; fax +33 (4) 42 85 99 66; E-mail: <a href="mailto:Directive.technical-support@eurocopter.com">Directive.technical-support@eurocopter.com</a>.</li> </ol>								