



Airworthiness Directive

AD No.: 2018-0183

Issued: 28 August 2018

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

AIRBUS HELICOPTERS

Type/Model designation(s):

EC 120 B helicopters

Effective Date: 11 September 2018

TCDS Number(s): EASA.R.508

Foreign AD: Not applicable

Supersedure: None

ATA 64 – Tail Rotor – Blade – Life Limit / Re-identification

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:

The ASB: AH Alert Service Bulletin (ASB) EC120-04A008.

Affected part: Tail rotor blades (TRB), having Part Number (P/N) C642A0300103, and an s/n as listed in the ASB.

Reason:

A new manufacturing process of the TRB was implemented, affecting the structural characteristic of this critical part. Consequently, new P/N C642A0300104 and P/N C642A0300105 were allocated and an applicable Service Life Limit (SLL) of 8 500 flight hours (FH) was established, which has been identified as mandatory action for continued airworthiness.

Failure to comply with this requirement could result in an unsafe condition.



It was also determined that certain new-manufactured TRB were improperly identified with P/N C642A0300103. Prompted by this finding, AH published the ASB, providing instructions for re-identification of those affected parts.

For the reasons described above, this AD requires re-identification of the affected parts and implementation of the applicable SLL to all TRB having P/N C642A0300104 and P/N C642A0300105. These new P/N and the SLL are expected to be included in a new revision of the applicable Airworthiness Limitation Section.

This AD also requires investigation of rework/repair/modification accomplished on the affected parts and, depending on findings, corrective action(s).

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

Required as indicated, unless accomplished previously:

Part Replacement / Service Life Limit Implementation:

- (1) Before exceeding 8 500 FH since first installation on a helicopter, replace each TRB having P/N C642A0300104 or P/N C642A0300105 with a serviceable part. Using the instructions of the applicable maintenance manual is an acceptable method to replace a part as required by this paragraph.

Part Re-identification:

- (2) During next disassembly of the tail rotor hub, or within 1 000 FH, whichever occurs later after the effective date of this AD, re-identify each affected part in accordance with the instructions of paragraph 3 of the ASB.

Parts Installation:

- (3) From the effective date of this AD, do not install an affected part on a helicopter.

Continued Validity of repair/modification:

- (4) Within 6 months after the effective date of this AD, for each affected part which has been subject to rework/repair/modification before the re-identification as required by paragraph (2) of this AD, contact the approval holder of the rework/repair/modification data for additional applicable maintenance instructions and, within the compliance time identified in those instructions, accomplish those instructions accordingly.
- (5) From the effective date of this AD, do not accomplish any rework, repair or modification of an affected part, unless it has been determined that the rework/repair/modification is valid for P/N C642A0300105.

Ref. Publications:

AH ASB EC120-04A008, original issue dated 18 July 2018.

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



Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 30 July 2018 as PAD 18-111 for consultation until 27 August 2018. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#).
5. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters – Aéroport de Marseille Provence, 13725 Marignane Cedex, France
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