



## Airworthiness Directive

**AD No.:** 2021-0015

**Issued:** 13 January 2021

Note: This Airworthiness Directive (AD) 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.

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 (EU) 2018/1139, Article 71 exemption].

**Design Approval Holder's Name:**

AIRBUS HELICOPTERS

**Type/Model designation(s):**

EC 120 B helicopters

**Effective Date:** 27 January 2021

**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 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.

#### **Part(s) 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 been inspected and, depending on findings, it has been modified in accordance with the instructions of paragraph 3.B of the ASB, or repaired in accordance with the instructions of paragraph 3.B of the SB, as applicable.

#### **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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 03 December 2020 as PAD 20-193 for consultation until 31 December 2020. 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](mailto: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](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD 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.
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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