



EASA Decision not to adopt FAA AD 2017-06-11

EASA considerations, leading to the decision not to adopt FAA AD 2017-06-11

On 21 April 2017, FAA issued [AD 2017-06-11](#), applicable to Airbus Helicopters (formerly Eurocopter, Eurocopter France) EC 120 B helicopters, if modified by Air Comm Corporation Supplemental Type Certificate (STC) SR00491DE.

That AD supersedes FAA Emergency [AD 2015-24-51](#), issued 27 November 2015, which required repetitive testing and, depending on findings, replacement of the tail rotor drive system air conditioner compressor drive pulley to prevent failure of an air conditioner compressor drive pulley or tail rotor output wheel, which could lead to loss of tail rotor drive and helicopter control. The Emergency AD was adopted by the Agency under the provisions of [ED Decision 02/2003](#).

New AD 2017-06-11 reduces the Applicability to helicopters in a specific configuration of the STC modification, i.e. only those where the compressor is driven by a pulley installed aft of the rotor brake.

EASA have contacted the FAA and the NTSB to request further information on the justification of this change in Applicability.

Pending the outcome of that information request, FAA AD 2017-06-11 will not be adopted by EASA and, consequently, compliance with FAA AD 2015-24-51 remains required for helicopters operated under EASA jurisdiction.

In case you need further information, please contact the Safety Information Section, Certification Directorate, EASA; E-mail ADs@easa.europa.eu.

Original Signed
Cologne, 05 May 2017
