



Airworthiness Directive

AD No.: 2018-0186

Issued: 29 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: 05 September 2018

TCDS Number(s): EASA.R.508

Foreign AD: Not applicable

Supersedure: None

ATA 62 – Main Rotor – Hub Scissors Attachment Bolts – Inspection / Replacement

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) EC120-62A020.

Reason:

An occurrence was reported where, during a pre-flight inspection, a broken main rotor (MR) hub scissors attachment bolt was found, and another bolt was found bent. The preliminary result of the technical investigation revealed that the event might be due to exceedance of acceptable criteria of corrosion and some other efforts applied to the affected MR hub scissors attachment bolts.

This condition, if not detected and corrected, could lead to detachment of an MR hub scissors attachment bolt, possibly resulting in complete loss of control of the helicopter.



To address this unsafe condition, AH issued the ASB to provide instructions for checking the MR hub scissors attachment bolts.

For the reasons described above, this AD requires a one-time inspection of the MR hub scissors attachment bolts and, depending on findings, accomplishment of applicable corrective action(s). This AD also requires reporting of all findings to Airbus Helicopters.

This AD is considered an interim measure and further AD action may follow.

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) Within 50 flight hours after the effective date of this AD, inspect each MR hub scissors attachment bolt in accordance with the instructions of the ASB.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, any discrepancies are detected as defined in the ASB, before next flight, remove the affected bolts from service in accordance with the instructions of the ASB, contact AH for approved repair instructions and accomplish those instructions accordingly.

Reporting:

- (3) Within 30 days after the inspection as required by paragraph (1) of this AD, report all findings (including none) to AH.

Parts Installation:

- (4) From the effective date of this AD, it is allowed to install an MR hub scissors attachment bolt on any helicopter, provided the bolt is new (never installed before), or has passed an inspection (no defects found) in accordance with the instructions of the ASB.

Ref. Publications:

AH ASB EC120-62A020 Revision 0, dated 23 August 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. 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.
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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