



Airworthiness Directive

AD No.: 2024-0243

Issued: 13 December 2024

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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] 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 December 2024

TCDS Number(s): EASA.R.508

Foreign AD: Not applicable

Supersedure: None

ATA 67 – Rotors Flight Control – Pilot Cyclic Stick Bonding Braid – Inspection

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) EC120-67-10-0001.

Bonding braid: The bonding braid on the socket of the pilot cyclic stick.

Reason:

An occurrence was reported where, during an instruction flight, the pilot flying encountered several times a cyclic flight control restriction when turning right. During the post-event inspection, it was determined that the bonding braid, as defined in this AD, had moved to an unexpected position, limiting full movement of the stick to the right.

This condition, if not detected and corrected, could lead to a flight control restriction during flight, potentially resulting in loss of control of the helicopter.



To address this potential unsafe condition, AH issued the ASB, as defined in this AD, to provide instructions to inspect the bonding braid and to improve its installation.

For the reason described above, this AD requires a one-time inspection of the bonding braid, and to secure its installation with binding clamp.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Inspection:

- (1) Within 110 flight hours or 6 months, whichever occurs first after the effective date of this AD, inspect the position of the bonding braid in accordance with the instructions of the ASB.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, an incorrect position of the bonding braid is identified, before next flight, accomplish the applicable corrective actions in accordance with the instructions of the ASB.

Modification:

- (3) Before next flight after the inspection and accomplishment of the corrective action as required by respectively the paragraphs (1) and (2) of this AD, as applicable, secure the bonding braid with a binding clamp in accordance with the instructions of the ASB.

Ref. Publications:

AH ASB EC120-67-10-0001 original issue (Issue 001) dated 17 October 2024.

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 08 November 2024 as PAD 24-133 for consultation until 06 December 2024. 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](#). 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 (Technical Support), Aéroport de Marseille Provence, 13725 Marignane Cedex, France; Telephone +33 (0)4 42 85 97 97, Fax +33 (0)4 42 85 99 66, or Airbus World: Technical Request Management: <https://airbusworld.helicopters.airbus.com>, E-mail: TechnicalSupport.Helicopters@airbus.com.

