Airworthiness Directive Schedule

Helicopters

Airbus Helicopters EC 120 B

29 October 2026

Notes:

1. This AD schedule is applicable to Airbus Helicopters EC 120 B manufactured under EASA Type Certificate R.508 (previously DGAC TC No. 189).
2. The European Union Aviation Safety Agency (EASA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives for these helicopters.

   State of Design ADs can be obtained directly from the EASA website at: http://ad.easa.europa.eu/
3. The date above indicates the amendment date of this schedule.
4. New or amended ADs are shown with an asterisk *

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DCA/EC120/1B Cancelled – DCA/EC120/2 refers

DCA/EC120/2 Engine-to-Main Gear Box Coupling Assembly - Replacement

Applicability: Model EC120 B fitted with coupling tube assembly P/N C631A1002101 and the following engine support fitting components:

- Teflon spacer C714A 1010208,
- Black-colored spring washers, 10.2 x 28 TYPE-C,
- Blue-colored hinge yoke C714A 1010 212,
- Special washer C714A 1010 213.

Requirement: To prevent failure of the engine-to-main gearbox coupling, replace the coupling tube assembly P/N C631A1002101 with a reinforced assembly P/N C631A1101101 and a new engine support fitting components per Eurocopter EC120 ASB 04A002.

The coupling tube assembly and the engine support fitting components listed in the applicability above are declared non-airworthy from 31 March 2000 and must not be fitted to any helicopter.
(DGAC AD 2000-058-003R1 refers)

Compliance: By 31 March 2000

Effective Date: 24 February 2000

DCA/EC120/3A Cancelled - DCA/EC120/10 refers

DCA/EC120/4B Cabin Sliding Door – Inspection

Applicability: EC120 B helicopters having a S/N below 1170, with a rail P/N C533C8102201 or C533C8102202 or C533C8103201 or C533C8103202 (rail not equipped with an end-of-travel anti-unhingement stop) and which have not complied with Eurocopter EC120 ASB 52A004 R1.

Requirement: To prevent in-flight separation of the cabin sliding door, accomplish the following:-

1. Adjust the cabin sliding door per Eurocopter EC120 ASB 05A005 R1. Flight with the cabin sliding door in the open position is forbidden if the adjustment does not ensure proper locking of the cabin door in the open position.

2. Modify the rear stop of the middle rail and add a stop to the front rail per paragraph 2B of Eurocopter EC120 ASB 52A004 R1.
(DGAC AD T2000-285-005R2 refers)

Compliance: 1. Before the next flight with the cabin sliding door in the open position or by 31 August 2000, whichever is the sooner. Also following each installation of a cabin sliding door.
2. By 30 June 2001

Effective Date: DCA/EC120/4A - 26 April 2001
DCA/EC120/4B - 28 June 2001

DCA/EC120/5 Flight Controls – Inspection

Applicability: EC120 B helicopters S/N 1001 through 1029.

To prevent failure of the flight controls, accomplish the following:-

1. Check the attachment of the bolted assembly of the torque tube per Eurocopter EC120 ASB 67A003. If the torque tube attachment bolts are equipped with a means of double locking, no further action is required.

2. If torque tube with single locking is found, check the tightness of the bolted assembly of the torque tube per paragraph 2.B.2 of ASB 67A003.

3. If torque tube with single locking is found, modify the torque tube attachments per paragraph 2.B.3 of ASB 67A003.
(DGAC AD 2001-373-008 refers)

Compliance: 1. Within next 50 hours TIS.
2. Within 50 hours TIS and thereafter at intervals not to exceed 50 hours TIS.
3. Within 500 hours TIS or by 18 September 2003, whichever is the later.

Effective Date: 18 September 2001

DCA/EC120/6 Tail Rotor Gearbox - Inspection

Applicability: Model EC120 B equipped with the tail gearboxes P/N C652A0101051 or C652A0101052 with S/Ns M101 through M124, and M126.

Requirement: To detect binding in the tail rotor pitch change control rod, which may lead to loss of control of the helicopter, accomplish the following:-

Remove the tail rotor hub and the tail gearbox and measure the operating load of the pitch change control rod per Eurocopter ASB 04A001. If the measured load is less than 1.2 daN; (2.7 lbf) no further action is required. If the measured load is greater, replace gearbox with serviceable item.
(DGAC 1999-151-001R1 refers)

Compliance: Within 100 hours TIS or by 1 January 2002 whichever is the sooner.

Effective Date: 27 September 2001

DCA/EC120/7 Yaw Control – Installation of Protectors

Applicability: EC120 B helicopters having a S/N below 1279.

Requirement: To prevent controls becoming jammed by objects that slide between the canopy and the cabin floor, install front and side cabin floor protectors per Eurocopter ASB 67A005.
(DGAC 2001-386-007 refers)

Compliance: By 31 January 2001

Effective Date: 27 September 2001

DCA/EC120/8 HSI - Inspection

Applicability: EC120 version B helicopters equipped with HSI KI 525A.

Requirement: To prevent navigation errors due to the incorrect installation of the HSI KI 525A P/N 066-3046-07, accomplish the following:

Check the part number of HSI KI 525A installed on aircraft. If the P/N is 066-3046-07, comply with Eurocopter EC120 Alert Telex No. 34A006.
(DGAC AD 2002-282-009 refers)

Compliance: Within 100 hours TIS or 28 July 2002, whichever occurs first.

Effective Date: 27 June 2002

DCA/EC120/9A Collective Control Lever Friction – Inspection

Applicability: Model EC120 B aircraft, S/Ns all through 1343.

Requirement: To prevent possible binding of the collective pitch control lever in the full up position, and possible loss of aircraft control, accomplish the following:

1. Secure each pad and spherical bearing element to the collective pitch control lever, using adhesive, per the instructions in paragraph 2.B.2.a of Eurocopter Alert Service Bulletin (ASB) No. 67A009.

2. Subsequent to the modification in requirement 1, check the bonding quality per paragraph 2.B.2.b. of ASB 67A009.
(DGAC AD F-2002-606R1 refers)

Note: Before installing a replacement friction mechanism on an aircraft, comply with requirement 1, per the instructions in paragraph 2.B.2.a of ASB 67A009 and reinspect as required by requirement 2, per paragraph 2.B.2.b. of ASB 67A009.

Compliance: 1. Within 100 hours TIS, or by 31 March 2006, whichever occurs first, unless already accomplished.

2. Reinspect within 100 hours TIS, or 13 months following compliance with requirement 1, whichever occurs sooner.

Effective Date: DCA/EC120/9 - 19 December 2002
DCA/EC120/9A - 22 December 2005

DCA/EC120/10 Engine to MGB Coupling – Inspection

Applicability: Model EC120 B helicopters fitted with engine-to-MGB coupling tube assembly P/N C631A1101101, and fitted with the engine mount comprising the parts indicated in paragraph 1.A. of Eurocopter EC120 ASB No. 04A005.

Requirement: To prevent failure of the engine to MGB coupling accomplish the following:

1. Perform a visual inspection for cracking of the cylindrical body of the coupling tube on both sides of the MGB coupling tube attachment fitting, in accordance with paragraph 2.B. of Eurocopter ASB No. 05A003. Replace any coupling tube which has one or more cracks before further flight. For aircraft not modified per SB No. 71.003, the service life limit of the coupling tubes specified above is 1,000 hours TSN.

2. Inspect the engine mount base per the instructions given in paragraph 2.B. of Eurocopter ASB No. 04A005.

3. Remove from service, those parts referenced in paragraph 1.A. of Eurocopter ASB No. 04A005.

4. Aircraft fitted with an engine mount block modified as per Eurocopter EC120 SB No. 71.003 or with S/N equal to or higher than 1170, visually check the condition of the coupling tube in accordance with paragraph 2.B. of Revision 2 of ASB No. 05A003. Replace any coupling tube which has one or more cracks before further flight. For these aircraft with modified engine mount blocks, the service life limit of the coupling tubes referenced above is 20,000 flight hours.
(DGAC AD 2003-325 refers)

Compliance:
1. Prior to the next flight and thereafter at each check after the last flight of the day, without exceeding 5 flight hours.
2. At the next scheduled inspection and at the latest by June 30, 2004.
3. By 30 June 2004.
4. Within 25 hours TIS, thereafter at intervals not to exceed 25 hoursTIS.

Effective Date: 30 October 2003

DCA/EC120/11A Flight Control Stops – Inspection

Applicability: Model EC120 B aircraft delivered prior to 30 June 2003

Requirement: To prevent loosening of the flight control stops which may restrict the travel of the flight controls, accomplish the following:

1. Check the flight control stop positions and adjust, if necessary, per paragraph 2.B.1 of Eurocopter EC120 ASB 67A010 revision 2 or later.

2. Double lock the flight control stop adjusting screws as per paragraph 2.B.2 of ASB 67A010.
(DGAC AD F-2003-322R1 refers)

Compliance: 1. Within 100 hours TIS.

2. Within 500 hours TIS.

Effective Date: DCA/EC120/11 - 30 October 2003
DCA/EC120/11A - 28 July 2005

DCA/EC120/12B Tail Rotor Drive Shaft – Inspection

Applicability: Model EC120 B aircraft, S/Ns all through 1362.

Requirement: To prevent possible tail rotor drive shaft failure, check the position of the two tail rotor drive shaft damper half-clamps in relation to the friction ring per paragraph 2.B of Eurocopter Alert Service Bulletin 65A004.
If the two damper half-clamps are not entirely on the friction ring, reposition the tail rotor drive shaft damper per rework sheet EC120-53-02-04.
(DGAC AD F-2003-465R2 refers)

Compliance: At 500 hours TTIS or within next 50 hours TIS, whichever is the later, unless already accomplished IAW DCA/EC120/12A.

Effective Date: DCA/EC120/12 - 30 December 2003
DCA/EC120/12A - 28 July 2005
DCA/EC120/12B - 29 September 2005

DCA/EC120/13 Cancelled – DCA/EC120/15 refers

Effective Date: 30 June 2005

DCA/EC120/14 Cancelled – DCA/EC120/21 refers

Effective Date: 30 August 2007

DCA/EC120/15 Collective Torque Tube Assembly – Inspection

Applicability: Model EC120 B aircraft, all S/Ns through 1382, with RH or LH pilot configuration, and fitted with RH collective lever-to-torque tube connecting part, P/Ns C671C4101202, C671C4101203 or C671C4101204.

Requirement: To prevent the failure of the RH collective lever-to-torque tube connecting part, inspect the connecting part for cracks and check the tightening torque of the connecting part attachment bolts, per the instructions specified in paragraph 2.B.2 of Eurocopter ASB 67A014. If the tightening torque load of the connecting part attachment bolts is above the specified limit of 8 Nm, or if a crack is detected in the connecting part, replace the affected connecting part before further flight, per the instructions specified in paragraphs 2.B.3.a. and 2.B.3.b. of ASB 67A014.
(DGAC AD F-2005-086 refers)

Note 1: Compliance with Eurocopter EC120 SB 67-017 cancels the requirements of this AD.
Note 2: Aircraft S/Ns 1383 or above, are not affected by this AD.
Note 3: The use of collective lever-to-torque tube connecting part, P/Ns C671C4101202, C671C4101203 or C671C4101204 are prohibited as from 30 April 2006.

Compliance: Within next 10 hours TIS.

Effective Date: 30 June 2005

DCA/EC120/16 MGB Input Flange Plug - Replacement

Applicability: EC120 B aircraft fitted with MGB Main Module S/N M516 and onward.

Requirement: To prevent the loss of the plug from the MGB input flange which could lead to loss of the MGB oil, replace the MGB input flange plug, per paragraph 2.B of Eurocopter EC120 Service Bulletin 63-010.
(NZ Occurrence 05/2294 refers)

Compliance: Within the next 100 hours TIS or by the 29 September 2006, whichever is the sooner.

Effective Date: 27 October 2005

DCA/EC120/17 Cyclic Stick Friction – Modification

Applicability: Model EC120 B helicopters, S/Ns all through 1385, and fitted with pilot cyclic sticks P/Ns C671A1007101, C671A1007102 or C671A1003102 and cyclic stick friction thrust washers P/N C671A1006201.

Requirement: To prevent the sudden restriction of the cyclic stick travel in flight when retrimming the cyclic stick, accomplish the following:

1. For helicopters fitted with pilot cyclic stick P/Ns C671A1007101 or PN C671A1007102, remove the pilot cyclic stick and replace the thrust washers, per the instructions in paragraph 2.B. of Eurocopter EC120 ASB No. 67A011, revision 1.

2. For helicopters equipped with pilot cyclic stick P/N C671A1003102, accomplish the instructions in paragraphs 2.B. and 2.C. of ASB No. 67A011.

Note 1: Pending compliance with this AD, do not fly without some friction applied to the pilot's cyclic stick.

Note 2: Before installing a cyclic stick held as spares, replace the washers and modify per the instructions given in paragraph 2.B.5. of ASB No. 67A011.
(DGAC AD F-2005-175 refers)

Compliance:
1. Within the next 550 hours TIS or 6 months, whichever is the sooner.
2. By 28 February 2005.

Effective Date: 1 December 2005

DCA/EC120/18 Cancelled – EASA AD 2023-0083 refers

(DGAC AD F-2006-040 refers)

Effective Date: 3 May 2023

DCA/EC120/19 Cancelled - DCA/EC120/20 refers

Effective Date: 28 September 2006

DCA/EC120/20 Cancelled – DCA/EC120/24 refers

Effective Date: 30 October 2008

DCA/EC120/21 EASA AD 2007-0211 cancelled on 23 September 2021

Note: DCA/EC120/21 adopted the requirements in EASA AD 2007-0211, which EASA cancelled on 23 September 2021. The AD was applicable to EC120 B aircraft, all S/N fitted with tail rotor drive shafts P/N C651A3102051 or C651A3102052.

Effective Date: 23 September 2021

DCA/EC120/22 Energy Absorbing Seats - Modification

Applicability: Model EC120 B aircraft, S/N all through 1523 not embodied with modification 073380, fitted with SICMA Type 159 energy-absorbing seats.

Requirement: To prevent any degradation in operation of the “energy-absorbing” system of the seats, which could cause injury to passengers or flight crew in the event of an emergency landing, remove the metallization braid of SICMA Type 159 energy absorbing seats per the instructions in Eurocopter Alert Service Bulletin (ASB) No. 25A023.
(EASA AD 2007-0311 refers)

Compliance: Within the next 100 hours TIS or by 30 April 2008, whichever occurs sooner.

Effective Date: 31 January 2008

DCA/EC120/23 Cancelled – EASA AD 2016-0180 refers

Effective Date: 27 September 2016

DCA/EC120/24 Twist Grip Assembly – Inspection

Applicability: All model EC120 B aircraft, all S/N fitted with right hand (RH) twist grip P/N C761A2024101 with S/N 336 through to 338, 342 through to 353, 356 through to 364 and 367 through to 401 which do not have a letter “V” marked on the lever base, and P/N C761A2024102, C761A2024103 or C761A2024104 with S/N all through 417 which do not have a letter “V” marked on the lever base, or

Left hand (LH) twist grip P/N C761A2025102, C761A2025103 or C761A2025104 with S/N all through 381 which do not have a letter “V” marked on the lever base.

Note 1: This AD supersedes DCA/EC120/20. The applicability and requirement of this AD revised to mandate the replacement of drive tubes of certain twist grip assemblies.

Requirement: To prevent the engine remaining at idle, even though the twist grip has been turned back to the “FLIGHT” position, which may be due to non-compliant surface preparation of the twist grip drive tube and the control pinion bonded attachment, accomplish the following:

1. For aircraft on which Eurocopter EC120 SB No. 76-005 revision 0 has already been accomplished, identify and mark the collective lever per the instructions in paragraph 2.B.3. of ASB No. 76A005 revision 1.

2. For aircraft fitted with RH twist grip assemblies P/N C761A2024101, C761A2024103 or C761A2024104 with S/N 336 all through 338, 342 through to 353, 356 through to 364, and 367 through to 401 which do not have a letter “V” marked on the lever base and LH twist grips P/N C761A2025103 or C761A2025104 with S/N 371 through to 381 which do not have a letter “V” marked on the lever base and SB No. 76-005 revision 0 has not been accomplished. Amend the limitations section of the AFM to include the following limitation: With autorotation training a full autorotation manoeuvre must be carried out until touchdown.

Note 2: Requirement 2 can be accomplished by inserting a copy of this AD into the limitations section of the AFM.

3. For aircraft fitted with RH twist grip assemblies P/N C761A2024101, C761A2024103 or C761A2024104 with S/N 336 all through 338, 342 through to 353, 356 through to 364, and 367 through to 401 which do not have a letter “V” marked on the lever base and LH twist grips P/N C761A2025103 or C761A2025104 with S/N 371 through to 381 which do not have a letter “V” marked on the lever base and SB No. 76-005 revision 0 has not been accomplished. Replace the drive tube per paragraph 2.B of ASB No. 76-005 revision 1, and remove the AFM amendment mandated by requirement 2 of this AD.

4. A twist grip with a P/N and S/N listed in requirement 3 of this AD shall not be fitted to any aircraft, unless the drive tube has been replaced and the collective lever

marked per the instructions in paragraphs 2.B.2. and 2.B.3. of ASB No. 76A005 revision 1.

5. A twist grip assembly P/N C761A2024102, C761A2024103 and C761A2024104 with S/N all through 417, and P/N C761A2025102 and C761A2025103 and C761A2025104 with S/N all through 381 on which SB No. 76-005 revision 1 has not been accomplished shall not be fitted to any aircraft unless the correct bonding strength of the control pinion on the pilot and co-pilot collective lever drive tubes have been checked per the instructions in paragraph 2.B.4 of ASB No. 76A006 revision 2. (EASA AD 2008-0185 refers)

Compliance:
1. By 30 July 2009.
2. By 30 November 2008.
3. Within the next 100 hours TIS or by 30 July 2009, whichever occurs sooner.
4. From 30 October 2008.
5. From 30 October 2008.

Effective Date: 30 October 2008

DCA/EC120/25 Cancelled – DCA/EC120/28 refers

Effective Date: 27 October 2011

DCA/EC120/26A **Cancelled – EASA AD 2023-0083 refers**

(EASA AD 2010-0026-E refers)

Effective Date: 3 May 2023

DCA/EC120/27 Electrical Power Emergency Switch – AFM Amendment and Modification

Applicability: Model EC120 B aircraft, S/N 1500, 1511 through to 1630, 1632, 1634 and 1636 fitted with an "EMER SW" switch.

Requirement: To prevent the "smoke in the cockpit/cargo" procedure described in the AFM not isolating the equipment electrical power supply due to possible cross-wiring at the "EMER SW" switch which could result in non-isolation of electrical equipment creating the risk of an uncontrolled electrical fire, accomplish the following:

1. Amend the AFM with the procedure in the appendix of Eurocopter Emergency ASB No EC120 No 24A012 dated 22 April 2010 or later EASA approved revisions.

2. Modify the “EMER SW” wiring and test per the instructions in paragraph 2.B of ASB EC120 No 24A012. Remove the AFM amendment introduced by requirement 1 of this AD.
(EASA AD 2010-0078-E refers)

Compliance:
1. Before further flight pending compliance with requirement 2 of this AD.
2. Within the next 15 hours TIS, or by 28 May 2010 whichever occurs sooner.

Effective Date: 28 April 2010

DCA/EC120/28 Emergency Flotation Gear – Inspection

Applicability: Model EC120 B aircraft, all S/N fitted with the following emergency flotation gear:

Left hand (LH) flotation gear P/N 215674-0 or 215674-1 or 215674-2 fitted with float P/N 215481-0, and
Right hand (RH) flotation gear P/N 215675-0 or 215675-1 or 215675-2 fitted with float P/N 215482-0.

Note 1: This AD supersedes DCA/EC120/25 to introduce a terminating action to the repetitive inspections mandated by this AD.

Requirement: To prevent failure of the emergency floats due to possible compartment punctures/damage caused by protruding sections of the supply bars and banjo unions which could result in loss of flotation effectiveness in the event of an emergency ditching, accomplish the following:

1. Inspect the LH and RH emergency flotation gear per the instructions in paragraph 2 of Eurocopter EC120 ASB No. 05A011 dated 8 June 2009 or later

approved revisions. If any defects are found accomplish the associated inspections and corrective actions per paragraph 2 of Eurocopter EC120 ASB No. 05A011 before further flight.

2. Modify the emergency flotation gear installation per the instructions in paragraph 3.B.1 of Eurocopter EC120 ASB 25A026 dated 11 July 2011 or later approved revisions.

3. Affected emergency flotation gear listed in the applicability of this AD shall not be fitted on any helicopter, unless it has been modified per the instructions in paragraph 3.B of EC120 ASB 25A026.

Note 2: The accomplishment of requirement 3 is a terminating action to the repetitive inspections mandated by this AD.
(EASA AD 2011-0185 refers)

Compliance: 1. Before accumulating 300 hours TIS since initial installation, or last overhaul, or within the next 50 hours TIS or 30 days whichever occurrs later since 24 September 2009 (the effective date of DCA/EC120/25), and thereafter at intervals not to exceed 300 hours TIS.
2. Within the next 300 hours TIS or by 27 April 2013 whichever occurs sooner.
3. From 27 October 2011.

Effective Date: 27 October 2011

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at Links to state of design airworthiness directives | aviation.govt.nz
If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.

2013-0093 Cancelled – EASA AD 2015-0020 refers

Effective Date: 25 February 2015

2014-0167 Tail Boom – Inspection

Applicability: EC 120 B helicopters, all S/N, except those helicopters that are embodied with modification C008A0345065 in production.

Effective Date: 25 July 2014

2015-0020 Cancelled – EASA AD 2020-0095 refers

Effective Date: 13 May 2020

FAA AD 2015-24-51 Cancelled - FAA AD 2017-06-11 refers

Effective Date: 8 May 2017

2016-0180 Emergency Flotation Gear LACU Pushbutton – Inspection

Applicability: EC120 B helicopters, all S/N.

Effective Date: 27 September 2016

FAA AD 2017-06-11 Air Conditioner STC SR00491DE – Inspection

Applicability: EC120B helicopters fitted with an Air Comm Corporation (Air Comm) air conditioning kit installed in accordance with STC No. SR00491DE, where the compressor is driven by a pulley installed aft of the rotor brake.

Effective Date: 8 May 2017

2018-0183 Tail Rotor Blades - Reduced Life Limitation

Applicability: EC 120 B helicopters, all S/N.

Effective Date: 11 September 2018

2018-0186 Cancelled - EASA AD 2019-0139 refers

Effective Date: 27 June 2019

2019-0139 Cancelled - EASA AD 2021-0046 refers

Effective Date: 26 February 2021

2019-0272R1 Cancelled - EASA AD 2021-0069 refers

Effective Date: 25 March 2021

2020-0064 Emergency Flotation System – Inspection

Applicability: EC 120 B helicopters, all S/N.

Effective Date: 2 April 2020

2020-0095 Sliding Door Star Support – Inspection

Applicability: EC 120 B helicopters, with a S/N which is less than or equal to 1673, except S/N 1596.

Effective Date: 13 May 2020

2020-0247 Cancelled by EASA AD 2020-0247-CN – Purpose fulfilled

Effective Date: EASA AD 2020-0247 – 26 November 2020
EASA AD 2020-0247-CN – 25 July 2024

2021-0015 Tail Boom – Inspection

Applicability: EC 120 B helicopters, all S/N.

Effective Date: 28 January 2021

2021-0046 Cancelled – EASA AD 2023-0036 refers

Effective Date: 27 February 2023

2021-0069 Cancelled - EASA AD 2024-0209 refers

Effective Date: 11 November 2024

2021-0079 Tail Rotor Blades - Inspection

Applicability: EC 120 B helicopters, all S/N.

Effective Date: 31 March 2021

2021-0168 Cancelled – EASA AD 2024-0018 refers

Effective Date: 25 January 2024

2022-0053 Skid Type Landing Gear – Inspection

Applicability: EC 120 B helicopters, all S/ N.

Effective Date: 6 April 2022

2023-0036 Main Rotor Hub Scissors / Attachment Bolts - Inspection

Applicability: EC 120 B helicopters, all S/ N.

Note: The repetitive inspections every 15 hours / 7 days in accordance with requirement (2) of EASA AD 2023-0036, may be accomplished by adding the inspection requirement to the helicopter tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.

If any defects are found during the repetitive visual inspections, then an aircraft maintenance engineer must inspect the main rotor hub scissors / attachment bolts and accomplish the corrective actions per EASA AD 2023-0036, before further flight.

Effective Date: 27 February 2023

2023-0083 Airworthiness Limitations

Applicability: EC 120 B helicopters, all S/ N.

Effective Date: 3 May 2023

2023-0166 Emergency Floatation System Supply Hose - Inspection

Applicability: EC 120 B helicopters, all S/N.

Effective Date: 8 September 2023

2024-0018 Indicating / Recording Systems Control Unit – Inspection

Applicability: EC 120 B helicopters, all S/N.

Effective Date: 25 January 2024

2024-0209 Tail Rotor Hub Body – Inspection

Applicability: EC 120 B helicopters, all S/N.

Note: An initial inspection of the tail rotor hub body per requirement (1) in EASA AD 2024-0209 must be accomplished by an aircraft maintenance engineer.

The 15-hour repetitive inspection per requirement (1) in EASA AD 2024-0209 may be accomplished by adding the inspection requirement to the helicopter tech log. The visual inspection may be performed and certified under the provision in Part 43 Appendix A.1 (7) by the holder of a current pilot licence, if that person is rated on the aircraft, appropriately trained and authorised (Part 43, Subpart B refers), and the maintenance is recorded and certified as required by Part 43.
If any defects are found in the tail rotor hub body during the repetitive inspections, then an aircraft maintenance engineer must inspect the tail rotor hub body and accomplish the corrective actions per EASA AD 2024-0209 before further flight.

Effective Date: 11 November 2024

2024-0243 Pilot Cyclic Stick Bonding Braid – Inspection

Applicability: EC 120 B helicopters, all S/ N.

Effective Date: 27 December 2024

*** 2025-0159R1 Sliding Door Placards and Markings - Installation**

Applicability: All EC 120 B helicopters except those helicopters with S/N 1674 and 1678 through to 1700 inclusive.

Effective Date: EASA AD 2025-0159 - 7 August 2025
EASA AD 2025-0159R1 - 29 October 2026