



Airworthiness Directive Cancellation Notice

AD No.: 2007-0211-CN

Issued: 23 September 2021

Note: This Airworthiness Directive (AD) Cancellation Notice (CN) 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.

Design Approval Holder's Name:

AIRBUS HELICOPTERS

Type/Model designation(s):

EC 120 B helicopters

Effective Date: 23 September 2021

TCDS Number(s): EASA.R.508

Foreign AD: Not applicable

Cancellation: This Notice cancels EASA AD 2007-0211 dated 07 August 2007, which superseded DGAC France AD F-2005-076 dated 11 May 2005 (EASA approval 2005-3955).

ATA 65 – CANCELLED: Tail Rotor Drive – Rear Drive Shaft Friction Ring – Inspection / Replacement

Manufacturer(s):

Airbus Helicopters (AH), formerly Eurocopter, Eurocopter France, Aerospatiale

Applicability:

EC 120 B helicopters, all serial numbers, if fitted with a tail rotor rear drive shaft, having Part Number (P/N) C651A3102051 or P/N C651A3102052.

Definitions:

For the purpose of this AD, the following definitions apply:

The ASB: Eurocopter EC120 Alert Service Bulletin (ASB) 05A006.

Reason:

During an inspection, a bonding failure and displacement of the damper friction ring on the rear element of the tail rotor drive shaft was noted on an EC 120 B helicopter, causing wear to the two half-clamps. No abnormal behaviour of tail rotor drive shaft was noted by pilots.

This condition, if not detected and corrected, could lead to failure of the rear drive shaft and loss of the tail rotor drive, possibly resulting in loss of control of the helicopter.



To address this potential unsafe condition, Eurocopter published EC 120 Alert Telex No. 05A006, providing inspection instructions. Consequently, DGAC France issued AD F-2005-076 to require repetitive checks of the rear drive shaft friction ring and, depending on findings, accomplishment of applicable correction action(s).

After that AD was issued, Eurocopter issued the ASB, as defined in this AD, to provide improved inspection instructions. Consequently, EASA issued AD 2007-0211, retaining the requirements of DGAC France AD F-2005-076, which was superseded, to require repetitive visual or/and tactile checks of the rear drive shaft friction ring using those improved instructions.

Since that AD was issued, the results of new analyses relevant to the area of the rear drive shaft confirmed that the current standard maintenance inspections (T inspection) of the rear drive shaft friction ring are sufficient to find displacement of the damper friction ring prior to failure of the rear drive shaft. No unsafe condition is therefore likely to exist or develop on the EC 120 B helicopters rear drive shaft friction ring that would warrant AD action, which means that EASA AD 2007-0211 is no longer necessary.

For the reasons described above, this Notice cancels EASA AD 2007-0211.

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

None.

Ref. Publications:

Eurocopter EC120 ASB 05A006 original issue dated 21 June 2007.

Remarks:

1. This AD-CN was posted on 25 August 2021 as PAD 21-131-CN for consultation until 22 September 2021. No comments were received during the consultation period.
2. Enquiries regarding this AD-CN should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. For any question concerning the technical content of this AD-CN, please contact Airbus Helicopters Technical Support, Keycopter Technical Request Management, e-mail: TechnicalSupport.Helicopters@airbus.com, or support.technical-dyncomp.ah@airbus.com.

