



Airworthiness Directive

AD No.: 2017-0026

Issued: 14 February 2017

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 DEUTSCHLAND GmbH

Type/Model designation(s):

MBB-BK117 helicopters

Effective Date: 28 February 2017

TCDS Number(s): EASA.R.010

Foreign AD: Not applicable

Supersedure: None

ATA 24 – Electrical Power – Overhead Panel Shock Mounts – Replacement

Manufacturer(s):

Airbus Helicopters Deutschland GmbH (formerly Eurocopter Deutschland GmbH), Airbus Helicopters Inc. (formerly American Eurocopter LLC)

Applicability:

MBB-BK 117 C-2, MBB-BK117 C-2e, MBB-BK 117 D-2 and MBB-BK117 D-2m helicopters, all serial numbers (s/n).

Reason:

Recent stress calculation identified that the shock mount assemblies of the overhead panel (hereafter referred to as the "shock mounts" in this AD) may not withstand the certification crash loads.

This condition, if not corrected, could lead to disconnection of the overhead panel during an emergency landing and subsequent injury of occupants.

To address this potential unsafe condition, Airbus Helicopters (AH) issued Alert Service Bulletin (ASB) MBB-BK117 C-2-24A-015 and ASB MBB-BK117 D-2-24A-004, as applicable to helicopter model (hereafter collectively referred to as "the applicable ASB" in this AD), providing modification instructions.



For the reason described above, this AD requires modification and re-identification of the shock mounts.

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

Required as indicated, unless accomplished previously:

Note 1: For the purpose of this AD, the affected shock mounts are those having Part Number (P/N) B246M2035102 or P/N B246M2036101.

Note 2: For the purpose of this AD, Group 1 are helicopters that, on the effective date of this AD, have affected shock mounts (see Note 1 of this AD) installed. Group 2 are helicopters that, on the effective date of this AD, do not have any affected shock mount installed.

- (1) For Group 1 helicopters: Within 1 year after the effective date of this AD, modify and re-identify each affected shock mount in accordance with the instructions of section 3.B of the applicable ASB.
- (2) Modification of a helicopter by replacing each shock mount P/N B246M2035102 with a shock mount P/N B246M2035966, and each shock mount P/N B246M2036101 with a shock mount P/N B246M2036966, is an acceptable method to comply with the requirement of paragraph (1) of this AD for that helicopter.
- (3) Model MBB-BK117 C-2 and C-2e helicopters, having s/n up to 9500 or s/n 9781 and up, and Model MBB-BK117 D-2 and D-2m helicopters, having s/n 20002, or 20007, or 20016, or 20019, or 20031, or 20037, or 20038, or 20041, or 20042, or 20043, or 20045 and up, are not affected by the requirements of paragraph (1) of this AD, provided it is determined that no shock mount has been replaced since first flight (see Note 3 of this AD).

Note 3: AH SB MBB BK117 C-2-24-009, Revision 1, provides instructions to install affected shock mounts (see Note 1 of this AD) on MBB-BK117 C-2 helicopters, having s/n up to 9500.

- (4) Do not install on any helicopter an affected shock mount (see Note 1 of this AD), as required by paragraph (4.1) or (4.2) of this AD, as applicable.
 - (4.1) For Group 1 helicopters: After modification of that helicopter as required by paragraph (1) of this AD, or as specified in paragraph (2) of this AD, as applicable.
 - (4.2) For Group 2 helicopters: From the effective date of this AD.
- (5) Installation on a helicopter of shock mounts, having a P/N approved after the effective date of this AD, is equal to compliance with the requirements of paragraphs (1) of this AD for that helicopter, provided the conditions as specified in paragraphs (5.1) and (5.2) of this AD are met.
 - (5.1) The P/N must be approved by EASA, or approved under AH Design Organisation Approval (DOA).



(5.2) The installation must be accomplished in accordance with helicopter modification instructions approved by EASA, or approved under AH DOA.

Ref. Publications:

AH ASB MBB-BK117 C-2-24A-015 original issue, dated 14 September 2016.

AH ASB MBB-BK117 D-2-24A-004 original issue, dated 14 September 2016.

The use of later approved revisions of these documents 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 16 January 2017 as PAD 17-007 for consultation until 13 February 2017. 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. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters Deutschland GmbH, Industriestrasse 4, 86607 Donauwörth, Federal Republic of Germany
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