



Airworthiness Directive

AD No.: 2024-0107

Issued: 03 June 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 Change Approval Holder's Name: **Design Change Description:**

MECAER AVIATION GROUP

VIP Interiors

Effective Date: 17 June 2024

STC Number(s): EASA Supplemental Type Certificate (STC) 10051018

Foreign AD: Not applicable

Supersedure: None

ATA 25 – Equipment / Furnishings – Medical Equipment Support – Inspection

Manufacturer(s):

Airbus Helicopters Deutschland GmbH (AHD), formerly Eurocopter Deutschland GmbH; Kawasaki Heavy Industries, Ltd.; and Airbus Helicopters Inc.

Applicability:

MBB-BK117 D-2 and D-3 helicopters, all serial numbers (s/n), if modified in accordance with EASA STC 10051018 up to revision 4 (inclusive).

Definitions:

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

The MSB: Mecaer Aviation Group (MECAER) Mandatory Service Bulletin (MSB) SB-E4M-027.

Affected assembly: Support installation having Part Number (P/N) 6E4M2523A002-001, P/N 6E4M2523A002-003, P/N 6E4M2523A002-023, P/N 6E4M2523A002-201, or P/N 6E4M2523A002-203.

Groups: Group 1 helicopters are those equipped with an affected assembly.
Group 2 helicopters are those which are not Group 1.



Reason:

An occurrence of disconnection of medical equipment retainer from its supporting structure, during flight, has been reported. Relevant investigation determined as possible contributing factor non-conformities of the affected assembly lugs and/or quick release pins.

This condition, if not detected and corrected, could lead to medical equipment detachment, possibly resulting in injuries to helicopter occupants.

To address this potential unsafe condition, MECAER issued the MSB, providing instructions for inspections and corrective actions.

For the reasons described above, this AD requires a one-time inspection of the affected assembly and, depending on findings, corrective actions, and provides conditions for (re)installation.

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

Required as indicated by this AD, unless the actions required by this AD have been already accomplished:

Inspection:

- (1) For Group 1 helicopters: Within 30 flight hours (FH) or 30 days, whichever occurs first after the effective date of this AD, inspect the affected assembly in accordance with the instructions of section C of the MSB.

Corrective Action(s)

- (2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy, as defined in the MSB, is detected, before next flight, accomplish the applicable corrective actions in accordance with the instructions of the MSB.
- (3) Removing the affected assembly from a helicopter is an acceptable alternative method to comply with the requirements of paragraph (2) of this AD for that helicopter. This can be done with reference to the applicable Aircraft Maintenance Manual instructions.

Part(s) Installation:

- (4) For Group 1 and Group 2 helicopters: From the effective date of this AD, it is allowed to install an affected assembly on a helicopter provided that, before installation, or before next flight after installation, that affected assembly has been inspected and corrected, as applicable, in accordance with the instructions of the MSB.

Ref. Publications:

MECAER MSB SB-E4M-027 original issue dated 23 May 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. 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. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 01 July 2024. Only if any comment is received during the consultation period, a Comment Response Document will be published in the [EASA Safety Publications Tool](#), in a compressed ('zipped') file, attached to the record for this AD.
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 Mecaer: Via dell'Artigianato V Traversa, 1, 63076 Centobuchi di Monteprandone (AP) – Italy; Tel.: (+39) 0735 7091 – Fax (+39) 0735 701927; Mail: caw@mecaer.com

