



COMMENT RESPONSE DOCUMENT

EASA PAD No. 17-013

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Commenter 1: Jon Simpson – 25/01/2017

Comment # 1

I note that that PAD in the subject line is stated as applicable to all serial numbers (s/n). However the referenced AHD ASB MBB-BK117 D-2-67A-002 specifies the s/n range as “up to and including S/N 20123” and later notes that “Helicopters with S/N 20124 and higher are already equipped with the new version of cable cut flip guard”.

Is the discrepancy between the two documents intentional?

EASA response:

Comment noted. The AD is applicable to all S/N mainly due to the requirement of paragraph (2), prohibiting the installation of an affected part (as defined in the AD) on any helicopter. This is applicable also to helicopters having S/N 20124 and higher.

To be also noted that the information included in the SB (i.e., Helicopters with S/N 20124 and higher are already equipped with the new version of cable cut flip guard) are based on the configuration at delivery.

EASA can not exclude that – once in service – any of these helicopters has been equipped with an affected part (even with no involvement of Airbus Helicopters). Consequently, the AD paragraph (1) is applicable to any helicopter equipped with an affected part, whatever its S/N. The operator is in charge to identify the helicopter configuration, and consequently, if the modification as required by paragraph (1) must be accomplished on that helicopter. To identify the configuration, the operator may use different approach. He/she may use, e.g., information provided by AHD and a review of maintenance performed on the helicopter, provided this is acceptable to the local airworthiness authority in charge for AD enforcement.

No changes have been made to the Final AD in response to this comment.

