



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 21-136

Issued: 15 September 2021

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance/cancellation of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

AIRBUS HELICOPTERS DEUTSCHLAND GmbH

Type/Model designation(s):

MBB-BK117 C-2 helicopters

Effective Date: [TBD: 14 days after AD issue date]

TCDS Number(s): EASA.R.010

Foreign AD: Not applicable

Supersedure: None

ATA 25 – Equipment / Furnishings – Emergency Flashlight – Replacement

Manufacturer(s):

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

Applicability:

MBB-BK117 C-2 helicopters, all serial numbers (s/n).

Definitions:

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

The ASB: Airbus Helicopters (AH) Alert Service Bulletin (ASB) MBB-BK117 C-2-25A-021.

Affected part: Emergency flashlights, having a Part Number (P/N) identified as "old P/N" in Table 1 of this AD.

Serviceable part: Emergency flashlights, having a P/N identified as "new P/N" in Table 1 of this AD. The ASB provides instructions to modify and re-identify an affected part into a serviceable part.



Groups: Group 1 helicopters are those that have an affected part installed. Group 2 helicopters are those that do not have an affected part installed.

Reason:

An occurrence was reported of restricted collective lever movement on a helicopter. Subsequent inspection determined that the emergency flashlight was stuck under that lever. The flashlight strap got entangled with the cargo hook emergency release lever, causing the emergency flashlight leaving its seat.

This condition, if not corrected, could lead to reduced control of the helicopter, possibly resulting in damage to the helicopter and/or injury to occupants.

To address this possible unsafe condition, AH issued the ASB providing instructions to remove the strap of the emergency flashlight.

For the reason stated above, this AD requires replacement of each affected part with a serviceable part. This AD also prohibits (re)installation of affected parts.

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

Required as indicated, unless accomplished previously:

Part(s) replacement:

- (1) For Group 1 helicopters: Within 12 months after the effective date of this AD, replace each affected part with a serviceable part. This can be accomplished by modification of the affected part(s) in accordance with the instructions of the ASB.

Table 1 – Affected and Serviceable Parts

Old P/N	New P/N
11359000001	L335M0001101
11359000010	L335M0002101
21359200000	L335M0003101

Part(s) installation:

- (2) Do not install an affected part on any helicopter, as required by paragraph (2.1) or (2.2) of this AD, as applicable:

(2.1) For Group 1 helicopters: After replacement or modification of each affected part on a helicopter as required by paragraph (1) of this AD.

(2.2) For Group 2 helicopters: From the effective date of this AD.

Ref. Publications:

AH ASB MBB-BK117 C-2-25A-021 original issue dated 25 August 2021.



The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 13 October 2021.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, 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 PAD 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.
4. For any question concerning the technical content of the requirements in this PAD, please contact: Airbus Helicopters Deutschland GmbH, Industriestrasse 4, 86609 Donauwörth, Federal Republic of Germany, Telephone: + 33 (0)4 42 85 97 97;
Web portal: <https://keycopter.airbushelicopters.com> > Technical Request Management
E-mail: customersupport.helicopters@airbus.com.

