



Airworthiness Directive

AD No.: 2025-0153

Issued: 18 July 2025

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 Approval Holder's Name:

AIRBUS HELICOPTERS DEUTSCHLAND GmbH

Type/Model designation(s):

MBB-BK117 helicopters

Effective Date: 01 August 2025

TCDS Number(s): EASA.R.010

Foreign AD: Not applicable

Supersedure: None

ATA 25 – Equipment / Furnishings – Cargo Common Hook Beam – Modification

Manufacturer(s):

Airbus Helicopters (AH) Deutschland GmbH, formerly Eurocopter Deutschland GmbH

Applicability:

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

Definitions:

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

The ASB: AH Alert Service Bulletin (ASB) MBB-BK117-25-98-0003.

Affected CCHB: Common Cargo Hook Beam (CCHB) Part Number (P/N) L851M1301101.

Serviceable CCHB: CCHB P/N D851M1301101.

Groups: Group 1 helicopters are those that do not have the ASB embodied.

Group 2 helicopters are those that have the ASB embodied.

Reason:

The results of certification tests, part of the certification of the installation of the CCHB on MBB-BK117 D-3/D-3m helicopters, identified that a survivable accident could result in leakage of fuel.



This condition, if not detected and corrected, could lead to fuel leakage and possible fire after a survivable accident of a helicopter equipped with the CCHB.

Due to similarity of design, MBB-BK117 D-2 helicopters could be affected by this potential unsafe condition.

To address this potential unsafe condition, AH issued the ASB, referencing other AH SB, to provide instructions for modification of the CCHB and of the fuel system.

For the reason described above, this AD requires modification of the CCHB and of the fuel system.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Modification:

- (1) For Group 1 helicopters: Within 29 months or 800 flight hours, whichever occurs first after the effective date of this AD, modify the helicopter in accordance with the instructions of the ASB (see Note 1 of this AD).
- (2) As an alternative to the modification as required by paragraph (1) of this AD for a helicopter, do not operate that helicopter with any affected CCHB installed.

Note 1: The ASB provides instructions to modify a helicopter in accordance with the instructions of AH SB MBB-BK117-28-00-0001, SB MBB-BK117-28-22-0001 and SB MBB-BK117-25-98-0002, as applicable. Each SB clarifies which SB(s) have to be accomplished prior or concurrently.

Concurrent Requirement(s):

- (3) Concurrently with the modification of a helicopter in accordance with the instructions of AH SB MBB-BK117-25-98-0002, as required by paragraph (1) of this AD, as applicable, modify that helicopter in accordance with the instructions of AH SB MBB-BK117-25-98-0001.

Part(s) Installation:

- (4) Do not install an affected CCHB on any helicopter, as required by paragraph (4.1) or (4.2) of this AD, as applicable:
 - (4.1) For Group 1 helicopters: After modification of the helicopter as required by paragraph (1) of this AD.
 - (4.2) For Group 2 helicopters: From the effective date of this AD.

Ref. Publications:

AH ASB MBB-BK117-25-98-0003 dated 17 March 2025.

AH SB MBB-BK117-28-00-0001 Issue 001 dated 22 June 2023 and Issue 002 dated 17 October 2024.

AH SB MBB-BK117-28-22-0001 Issue 001 dated 22 June 2023.



AH SB MBB-BK117-25-98-0001 Issue 001 dated 26 July 2023.

AH SB MBB-BK117-25-98-0002 Issue 002 dated 17 March 2025.

The use of later approved revisions of the above-mentioned 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 12 June 2025 as PAD 25-083 for consultation until 10 July 2025. 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. 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: Airbus Helicopters Deutschland GmbH, Industriestrasse 4, 86609 Donauwörth, Federal Republic of Germany;
Web portal: <https://airbusworld.helicopters.airbus.com>
E-mail: customersupport.helicopters@airbus.com

