



Airworthiness Directive

AD No.: 2015-0210R2

Issued: 02 December 2016

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:

Type/Model designation(s):

AIRBUS HELICOPTERS DEUTSCHLAND GmbH MBB-BK117 helicopters

Effective Date: Revision 2: 02 December 2016
Revision 1: 29 October 2015
Original Issue: 29 October 2015

TCDS Number(s): EASA.R.010

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2015-0210R1, dated 28 October 2015.

ATA 29 – Hydraulic Power – Plate Assembly Attachment Points – Inspection / Check

Manufacturer(s):

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

Applicability:

MBB-BK117 C-2 and MBB-BK117 C-2e helicopters, all serial numbers up to 9750 inclusive, and MBB-BK117 D-2 and MBB-BK117 D-2m helicopters, all serial numbers up to 20110 inclusive.

Reason:

The hydraulic module plate assembly of certain models of MBB-BK117 has four attachment points at the fuselage which are secured by means of single locking. Design reassessment revealed that, in case of failure of a single attachment point, the stiffness of the hydraulic plate installation may be insufficient to withstand the in-service loads.

This condition, if not detected and corrected, may lead to loss of the hydraulic module plate, with possible loss of control of the helicopter.

To address this unsafe condition, Airbus Helicopters (AH) issued Alert Service Bulletins (ASB) MBB-BK117 C-2-29A-003 and MBB-BK117 D-2-29A-001 to provide inspection instructions.



Consequently, EASA issued AD 2015-0210 (later revised) to require repetitive inspections of the attachment points of the module plate assembly, and, depending on findings, the accomplishment of applicable corrective action(s).

Since EASA AD 2015-0210R1 was issued, AH designed a modification, introducing an improved hydraulic module plate installation. Helicopters embodying this modification are not affected by the possible unsafe condition addressed by this AD.

For the reasons described above, this AD is revised to limit the Applicability. This AD also introduces some editorial changes for standardisation, without affecting the requirements.

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

Required as indicated, unless accomplished previously:

Note 1: AH ASB MBB-BK117 C-2-29A-003 and MBB-BK117 D-2-29A-001 are hereafter collectively referred to as “the applicable ASB” in this AD.

Torque Check / Repetitive Inspections:

(1) Within 100 flight hours (FH) after 29 October 2015 [the effective date of the original issue of this AD], visually inspect the attachment points of the module plate assembly and accomplish a torque check, and, thereafter, at intervals not exceeding 400 FH (see Note 2 of this AD), accomplish a visual inspection of the attachment points of the module plate assembly in accordance with the instructions of paragraph 3.B.1 and 3.B.2 of the applicable ASB.

Note 2: A non-cumulative tolerance of 40 FH may be applied to the compliance time specified in paragraph (1) of this AD for the interval after first accomplishment to allow synchronization of the required inspections with other maintenance tasks for which a non-cumulative tolerance is already granted in the applicable Maintenance Manual.

Corrective Action(s):

(2) If, during any inspection as required by paragraph (1) of this AD, any defective hardware is found, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of section 3.B.1 and 3.B.2 of the applicable ASB.

Terminating Action: None

(3) Accomplishment of corrective action(s) on a helicopter as required by paragraph (2) of this AD does not constitute terminating action for the repetitive inspections required by paragraph (1) of this AD for that helicopter.

Ref. Publications:

Airbus Helicopters ASB MBB-BK117 C-2-29A-003 original issue dated 12 October 2015, or Revision 1 dated 14 October 2016.

Airbus Helicopters ASB MBB-BK117 D-2-29A-001 original issue dated 12 October 2015, or Revision 1 dated 14 October 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. 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.
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, 86609 Donauwörth, Germany
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Superseded

