



Airworthiness Directive

AD No.: 2021-0287

Issued: 21 December 2021

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, 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 (EU) 2018/1139, Article 71 exemption].

Design Change Approval Holder's Name: **Modification(s):**

MECAER AVIATION GROUP

VIP MB Interiors

Effective Date: 04 January 2022

STC Number(s): EASA Supplemental Type Certificate (STC) 10039815 and STC 10055175.

Foreign AD: Not applicable

Supersedure: None

ATA 25 – Equipment / Furnishings – Seat Belt Restraint System – Inspection

Manufacturer(s):

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

Applicability:

MBB-BK117 C-2, D-2 and D-3 helicopters, all serial numbers (s/n), if modified in accordance with EASA STC 10039815 or STC 10055175.

Definitions:

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

The SB: Mecaer Aviation Group (MAG) Service Bulletin (SB) SB-EC1-010.

Affected part: Pilot/co-pilot and passenger seats, having a Part Number and s/n as listed in section 'STC Configurations Affected' of the SB, as defined in this AD.

Serviceable part: An affected part which has passed an inspection (no defects found) and which has been re-identified with the SB number, in accordance with the instructions of the SB; an affected part which, after the inspection in accordance with the instructions of the SB, has been repaired/restored, as applicable, and re-identified with the SB number, in accordance with the instructions of the SB; or a pilot/co-pilot or passenger seat, eligible for installation, which is not an affected part.



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

Reason:

Erroneous and/or partial installation of the seat belt restraint system has been reported on affected parts.

This condition, if not detected and corrected, could prevent the correct operation of the safety belts, possibly resulting in injuries to seat occupants.

To address this potential unsafe condition, MAG issued the SB, including a list of affected parts and instructions for inspection.

For the reason described above, this AD requires a one-time inspection of affected parts and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

Inspection(s):

- (1) For Group 1 helicopters: Within 3 months or 50 flight hours, whichever occurs first after the effective date of this AD, inspect each affected part in accordance with the instructions of the SB.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy is detected, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the SB.

Alternative Method:

- (3) Marking an affected part as inoperative and assuring that seat is not occupied during flight operations is an acceptable alternative method to defer compliance with the requirements of paragraph (1) and (2) of this AD for that seat, provided this is accomplished within the provisions of the applicable (master) minimum equipment list.
- (4) Replacing an affected part on a helicopter with a serviceable part in accordance with the instructions of the applicable maintenance manual is an acceptable alternative method to comply with the requirements of paragraph (1) of this AD for that affected part.

Part(s) Installation:

- (5) For Group 1 and Group 2 helicopters: From the effective date of this AD, it is allowed to install an affected part on a helicopter provided it is serviceable part, as defined in this AD.

Ref. Publications:

MAG SB SB-EC1-010 original issue dated 14 December 2021.



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.
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 Aviation Group, E-mail: caw@mecaer.com.

