



Airworthiness Directive

AD No.: 2022-0097

Issued: 01 June 2022

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):

EC135, EC635 and MBB-BK117 helicopters

Effective Date: 08 June 2022

TCDS Number(s): EASA.R.009 and EASA.R.010

Foreign AD: Not applicable

Supersedure: None

ATA 25 – Equipment / Furnishings – Instrument Flight Rules Screens – Removal

Manufacturer(s):

Airbus Helicopters Deutschland GmbH, formerly Eurocopter Deutschland GmbH; Eurocopter España S.A.; Airbus Helicopters Inc., formerly American Eurocopter LLC; and Kawasaki Heavy Industries, Ltd.

Applicability:

EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, EC135 T3, EC635 P2+, EC635 P3, EC635 T1, EC635 T2+ and EC635 T3 helicopters, all variants, all serial numbers;

and

MBB-BK117 C-2, MBB-BK117 D-2, MBB-BK117 D-3 and MBB-BK117 D-3m helicopters, all variants, all serial numbers.

Definitions:

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

The ASB: Airbus Helicopters (AH) Alert Service Bulletin (ASB) EC135-25A-033, ASB EC135H-25A-007, ASB MBB-BK117 C-2-25A-022, ASB MBB-BK117 D-2-25A-023 and ASB MBB-BK117 D-3-25A-004, as applicable.



Affected part:

For EC135 and EC635 helicopters: Instrument Flight Rules (IFR)-screen lower, having Part Number (P/N) L251M4854101, IFR-screen upper, having P/N L251M4855101, and IFR-screen pilot door, having P/N L251M4856101;

For MBB-BK117 C-2 helicopters: IFR-screen below assembly, having P/N B349M7006101, IFR-screen above assembly, having P/N B349M7003101, and IFR-screen door assembly, having P/N B349M7007101; and

For MBB-BK117 D-2, D-3 and D-3m helicopters: IFR-screen below assembly, having P/N B349M7006101, IFR-screen above assembly, having P/N B349M7003101 and P/N D251M7001101, and IFR-screen door assembly, having P/N B349M7007101.

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:

It has been determined that affected parts may have been installed on certain helicopters in accordance with AH maintenance instructions, and used for IFR training.

This condition, if not corrected, could lead to reduced situational awareness of the pilot, possibly resulting in a mid-air collision.

To address this potential unsafe condition, AH issued the ASB, providing instructions to remove the IFR-screens.

For the reason described above, this AD requires removal of the affected parts, and prohibits (re)installation of affected parts.

AH also issued Safety Information Notice (SIN) 3807-S-25 providing information applicable to other helicopter types and models for which no maintenance instructions for IFR-screen installation have been issued.

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

Required as indicated, unless accomplished previously:

Modification:

- (1) For Group 1 helicopters: Before next flight after the effective date of this AD, remove all affected parts in accordance with the instructions of the ASB.

Part(s) Installation:

- (2) Group 1 and Group 2 helicopters: From the effective date of this AD, do not install an affected part on any helicopter.

Ref. Publications:

AH ASB EC135-25A-033 original issue dated 23 May 2022.



AH ASB EC135H-25A-007 original issue dated 23 May 2022.

AH ASB MBB-BK117 C-2-25A-022 original issue dated 23 May 2022.

AH ASB MBB-BK117 D-2-25A-023 original issue dated 23 May 2022.

AH ASB MBB-BK117 D-3-25A-004 original issue dated 23 May 2022.

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. 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: Airbus Helicopters Deutschland GmbH, Industriestrasse 4, 86609 Donauwörth, Federal Republic of Germany, Telephone: + 33 (0)4 42 85 97 97;
Web portal: <https://airbusworld.helicopters.airbus.com>
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