



Airworthiness Directive

AD No.: 2023-0066

Issued: 24 March 2023

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: 07 April 2023

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

Foreign AD: Not applicable

Supersedure: None

ATA 25 – Equipment / Furnishings – Hoist Boom Assembly – Inspection

Manufacturer(s):

Airbus Helicopters Deutschland GmbH (AHD), 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 (s/n);

and

MBB-BK117 C-2, MBB-BK117 D-2, MBB-BK117 D-3 and MBB-BK117 D-3m helicopters, all variants, all s/n.

Definitions:

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

The ASB: Airbus Helicopters (AH) Alert Service Bulletin (ASB) EC135-85A-078, ASB EC135H-85A-009, ASB MBB-BK117 C-2-85A-051, ASB MBB-BK117 D-2-85A-024 or ASB MBB-BK117 D-3-85A-012, as applicable.



The ALS:

AH “EC135 P1, P2, P3, T1, T2, T3, limited to CDS, CPDS, P2+, T2+ Chapter 04, Airworthiness Limitations Section (ALS)” or “EC135 P3H, T3H Chapter 04, Airworthiness Limitations Section (ALS)”, both at Revision 002 (including Delivery Note DN.009.0015.0), as applicable;

AH MBB-BK117 C-2 and C-2e Chapter 04 ALS Normal Revision (NR) 002, MBB-BK117 D-2 Chapter 04 ALS NR 003 (including Delivery Note DN.010.0080.1), ALS MBB-BK117 D-2m Chapter 04 ALS NR 003 (including Delivery Note DN.010.0080.1), MBB-BK117 D-3 Chapter 04 ALS NR 001, or MBB-BK117 D-3m Chapter 04 ALS NR 000, as applicable.

Affected part: Hoist boom assembly having Part Number (P/N) 44301-500, P/N 44307-500 or P/N 44307-500-1.

Cycle: Hoist boom cycle, as defined in the ALS. The ASB provides an acceptable method to determine the cycles accumulated before the effective date of this AD by an affected part since its first installation on a helicopter and/or since overhaul, if they are totally/partially unknown.

Serviceable part: An affected part, eligible for installation, which has not exceeded the service life limit, as identified in the ALS.

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

Reason:

As a result of review of design data, it has been determined that the affected parts must be inspected repetitively based on accumulated cycles.

Failure to implement this inspection could lead to failure of affected parts, possibly resulting in the loss of the load and injury to persons.

To address this potentially unsafe condition, AH updated the ALS, introducing a repetitive inspection of affected parts based on cycles, and issued the ASB to provide instructions to determine the cycles accumulated by affected parts, if partially/totally unknown, and to accomplish interim repetitive inspections.

For the reason described above, this AD requires repetitive inspections of affected parts.

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

Required as indicated, unless accomplished previously:

Repetitive inspections:

- (1) For Group 1 helicopters: Before an affected part accumulates 3 330 cycles since first installation on a helicopter, or before an affected part accumulates 3 330 cycles since last overhaul, or within 30 days after the effective date of this AD, whichever occurs later, and, thereafter, at intervals not exceeding 30 cycles, inspect that affected part in accordance with the instructions of the ASB.



- (2) For Group 1 helicopters: Before an affected part accumulates 3 330 cycles since first installation on a helicopter, or before an affected part accumulates 3 330 cycles since last overhaul, or within 18 months after the effective date of this AD, whichever occurs later, inspect that affected part in accordance with the instructions of the ALS.

Corrective action(s):

- (3) If, during any inspection as required by paragraph (1) of this AD, any discrepancy is found on an affected part, before next hoist operation, accomplish the applicable corrective action in accordance with the instructions of the ASB.
- (4) If, during any inspection as required by paragraph (2) of this AD, any discrepancy is found on an affected part, before next hoist operation, accomplish the applicable corrective action in accordance with the instructions of the ALS.
- (5) Replacing an affected part on a helicopter with a serviceable part is an acceptable alternative method to comply with the requirements of paragraph (3) or (4) of this AD, as applicable, for that helicopter. This can be accomplished in accordance with the instructions of the applicable Aircraft Maintenance Manual (AMM).

Terminating Action(s):

- (6) Accomplishment of the inspection of an affected part as required by paragraph (2) of this AD constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that affected part.

Part installation:

- (7) 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, and that, after installation, it is inspected as required by this AD.

Ref. Publications:

AH ASB EC135-85A-078 original issue dated 31 January 2023.

AH ASB EC135H-85A-009 original issue dated 31 January 2023.

AH ASB MBB-BK117 C-2-85A-051 original issue dated 31 January 2023.

AH ASB MBB-BK117 D-2-85A-024 original issue dated 31 January 2023.

AH ASB MBB-BK117 D-3-85A-012 original issue dated 31 January 2023.

AH "EC135 P1, P2, P3, T1, T2, T3, limited to CDS, CPDS, P2+, T2+, Chapter 04, Airworthiness Limitations Section", Revision 002 dated 06 April 2021.

AH "EC135 P3H, T3H Chapter 04, Airworthiness Limitations Section", Revision 002 dated 06 April 2021.



AH DN.009.0015.0 EC135 Instructions for Continued Airworthiness original issue dated 12 August 2022.

AH MBB-BK117 C-2 and C-2e Chapter 04 ALS NR 002 dated 30 March 2022.

AH MBB-BK117 D-2 Chapter 04 ALS NR 003 dated 25 September 2020.

AH MBB-BK117 D-2m Chapter 04 ALS NR 003 dated 25 September 2020.

AH DN.010.0080.1 MBB-BK117 Instructions for Continued Airworthiness Revision 1 dated 28 November 2022.

AH MBB-BK117 D-3 Chapter 04 ALS NR 001 dated 14 December 2021.

AH MBB-BK117 D-3m Chapter 04 ALS NR 000 (to be published).

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 15 February 2023 as PAD 23-021 for consultation until 15 March 2023. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this AD.
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;
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