



Organisme pour la sécurité
De l'aviation civile

U R G E N T

Département Gestionnaire de la Sécurité

Emetteur (From): Contact.Documentation@osac.aero
N°:30/24/RDO/OSAC/DMSR

Page : Nb de pages: 1 + 3
Date : 10/12/2024

Destinataire(s) (To): Pour les personnes concernées (To whom it may concern)

OBJET : Avis d'émission de l'AD urgente de l'EASA de référence EAD-2024-0237-E
(EASA EAD 2024-0237-E issuing notice)

AIRBUS HELICOPTERS
Hélicoptères : MBB-BK117 C-2
Rotors Flight Control – Tail Rotor Actuator – Inspection

Le présent avis signale l'émission de la Directive de Navigabilité EASA citée en objet dont le texte est joint.

This notice reports the issuing of the subject EASA AD which is enclosed.

Cette AD est, réglementairement, directement applicable sur les aéronefs inscrits au registre français.

According to the rules, this AD is directly applicable to the French registered affected aircraft.



Emergency Airworthiness Directive

AD No.: 2024-0237-E

Issued: 09 December 2024

Note: This Emergency 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: 11 December 2024

TCDS Number(s): EASA.R.010

Foreign AD: Not applicable

Supersedure: None

ATA 67 – Rotors Flight Control – Tail Rotor Actuator – Inspection

Manufacturer(s):

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

Applicability:

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

Definitions:

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

The ASB: AH Emergency Alert Service Bulletin (ASB) MBB-BK117-67-24-0001.

Affected part: Tail rotor actuator, having Part Number (P/N) B673M40A1002 (Manufacturer P/N 5038A0000-01).

Reason:

Vibrations of the yaw axis have been reported on a helicopter during hover taxiing. During the subsequent inspection, a bolt on the tail rotor actuator that connects the cardan-pivot joint assembly with the tail rotor actuator piston rod was found worn and broken.

This condition, if not detected and corrected, could lead to loss of control of the helicopter.



To address this potential unsafe condition, AH issued the ASB to provide inspection instructions.

For the reason described above, this AD requires repetitive inspections of the affected parts and, depending on findings, accomplishment of corrective action(s).

This AD is considered to be an interim action and further AD action may follow.

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:

Inspection(s):

- (1) Before next flight after the effective date of this AD and, thereafter, at intervals not to exceed 400 flight hours (FH) or 12 months (whichever occurs first), inspect the affected part in accordance with the instructions of the ASB (see Note 1 of this AD).

Note 1: A non-cumulative tolerance of 40 FH or 3 months may be applied to the intervals specified in paragraph (1) of this AD for the repetitive inspections 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.

Ferry Flight:

- (2) For the initial inspection as required by paragraph (1) of this AD, a single ferry flight, not exceeding 5 FH and without passenger, is allowed to position the helicopter to a maintenance location where that inspection can be performed.

Corrective Action(s):

- (3) If, during any inspection as required by paragraph (1) of this AD, any discrepancy, as described in the ASB, is detected, before next flight, contact AH for applicable repair instructions and, within the compliance time specified in those instructions, accomplish those instructions accordingly.
- (4) Replacing the affected part of a helicopter with a different affected part is an acceptable alternative method to comply with the requirements of paragraph (3) of this AD for that helicopter, provided that, before next flight after that replacement, that different affected part is inspected and corrective actions are accomplished, as applicable, in accordance with the instructions of the ASB.

Part(s) Installation:

- (5) From the effective date of this AD, it is allowed to install an affected part on a helicopter provided that it is new, or that, before next flight after that installation, that affected part is inspected and corrective actions are accomplished, as applicable, in accordance with the instructions of the ASB.

Terminating Action(s):

- (6) None.



Ref. Publications:

Airbus Helicopters Emergency ASB MBB-BK117-67-24-0001 dated 09 December 2024.

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. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.
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: costumersupport.helicopters@airbus.com.

