



Emergency Airworthiness Directive

AD No.: 2021-0289-E

Issued: 23 December 2021

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, 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 Approval Holder's Name:

AIRBUS HELICOPTERS DEUTSCHLAND GmbH

Type/Model designation(s):

MBB-BK117 helicopters

Effective Date: 27 December 2021

TCDS Number(s): EASA.R.010

Foreign AD: Not applicable

Supersedure: None

ATA – Rotorcraft Flight Manual / Section 2 and 3 – Amendment

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, D3 and D-3m helicopters, all variants, all serial numbers (s/n).

Definitions:

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

The RFM TR: Airbus Helicopters (AH) Rotorcraft Flight Manual (RFM) Temporary Revision (TR) as identified in Table 1 of this AD, as applicable.

Groups: Group 1 helicopters are those that have the inlet barrier filter (IBF) system installed. Group 2 helicopters are those that do not have the IBF system installed.

Retrofit SB: AH Service Bulletin (SB) MBB-BK117 C-2-71-005, SB MBB-BK117 D-2-71-001 and SB MBB-BK117 D-3-71-001, as applicable, installing the IBF system.



Reason:

Occurrences were reported of engine flame out following prolonged operations in falling snow. Additional information has been provided to operators by AH through Safety Information Notice 3515-S-71.

The related investigation is still ongoing, but partial icing of the IBF engine intakes has been determined as a possible reason for the flame out.

This condition, if not corrected, could lead to reduced control of the helicopter, possibly resulting in damage to the helicopter and/or injury to occupants.

To address this potential unsafe condition, AH issued the RFM TR, as defined in this AD, to amend the IBF system limitations, including a restriction to operation in falling or blowing snow.

For the reason described above, this AD requires amendment of the applicable RFM by incorporating the RFM TR.

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, unless accomplished previously:

RFM Amendment:

Table 1 – RFM Temporary Revision

MBB-BK117 Model / Variant	RFM TR
C-2	FMS 9.2-50, TR 15
C-2e	FMS 9.2-50, TR 2
D-2	HELIONIX STEP2 FMS 9.2-5, TR 4
D-2m	HELIONIX STEP2 FMS 9.2-5, TR 4
D-3	FMS 9.2-5, TR 1
D-3m	FMS 9.2-5, TR 1

- (1) For Group 1 helicopters: Within 14 days or 40 flight hours, whichever occurs first after the effective date of this AD, amend the applicable RFM by incorporating the RFM TR, inform all flight crews, and, thereafter, operate the helicopter accordingly.
- (2) Amending the applicable RFM of a helicopter by incorporating a later RFM revision, which includes the same content as the RFM TR, is acceptable to comply with the requirements of paragraph (1) of this AD for that helicopter.

Modification:

- (3) For Group 2 helicopters: From the effective date of this AD, it is allowed to modify a helicopter in accordance with the instructions of the retrofit SB, as defined in this AD, provided that, concurrently with that modification, the applicable RFM is amended as required by paragraph



(1) of this AD. Following the modification, the helicopter is effectively considered to be a Group 1 helicopter.

- (4) For Group 1 helicopters: Following reconfiguration of a helicopter, de-installing the IBF system in accordance with Aircraft Maintenance Manual (AMM) task 71-31-00, 4-1 (for C-2 helicopters), AMM task 71-31-00, 4-1 and 4-2 (for D-2 helicopters), and AMM task 71-31-00, 4-1 and 4-2 (for D-3 and D-3m helicopters), that helicopter is effectively considered to be a Group 2 helicopter. Following that reconfiguration, it is allowed to remove from the applicable RFM of that helicopter the RFM TR, previously inserted as required by paragraph (1) of this AD.

Ref. Publications:

AH FMS 9.2-50, TR 15 original issue dated 20 December 2021.

AH FMS 9.2-50, TR 2 original issue dated 20 December 2021.

AH HELIONIX STEP2 FMS 9.2-5, TR 4 original issue dated 20 December 2021.

AH HELIONIX STEP2 FMS 9.2-5, TR 4 original issue dated 20 December 2021.

AH FMS 9.2-5, TR 1 original issue dated 20 December 2021.

AH FMS 9.2-5, TR 1 original issue dated 20 December 2021.

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. 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,



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Web portal: <https://airbusworld.helicopters.airbus.com>,
E-mail: customersupport.helicopters@airbus.com.

