



Airworthiness Directive

AD No.: 2024-0249

Issued: 19 December 2024

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: 02 January 2025

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

Foreign AD: Not applicable

Supersedure: None

ATA 31 – Instruments – Warning Unit Emergency Off Switches – Operational Check

Manufacturer(s):

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

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: AH Alert Service Bulletin (ASB) MBB-BK117-31-55-0001 or ASB EC135-31-55-0001, as applicable.

Affected part: Warning unit (WU), all Part Numbers (P/N), having an s/n as identified in the ASB, or having an unknown s/n.



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:

Occurrences of emergency off switches (part of the WU) mechanical failures (stuck in intermediate position or untimely change of status) have been reported on MBB-BK117 helicopters.

Identical switches are installed also on EC135/EC635 helicopters, and investigations identified a batch of WU which might be affected by similar issues.

This condition, if not detected and corrected, could lead to single or double engine in-flight shut down, or to the loss of capability to close the fuel shut-off valve.

To address this potential unsafe condition, AH issued the ASB to provide instructions for repetitive operational checks of the emergency off switches.

For the reason described above, this AD requires accomplishment of repetitive operational checks and, depending on findings, 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:

Operational Check:

- (1) For Group 1 helicopters: Within 55 flight hours (FH) or 12 months, whichever occurs first, after the effective date of this AD, accomplish an operational check of the two emergency off switches in accordance with the instructions of the ASB.

Additional Operational Checks:

- (2) For Group 1 helicopters: From the effective date of this AD, before next flight after any of the emergency off switches has been pushed on a helicopter, accomplish an operational test of the two emergency off switches of that helicopter in accordance with the instructions of the ASB.

Corrective Action(s):

- (3) If, during any operational check as required by paragraph (1) or (2) of this AD, any discrepancy, as described in the ASB, is detected on a WU, before next flight, replace that WU in accordance with the instructions of the ASB, or contact AH for approved repair instructions and accomplish those instructions accordingly.

Part(s) Installation:

- (4) 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 that, before next flight after that installation, the two emergency off switches pass an operational check (no discrepancy found) in accordance with the instructions of the ASB.



Terminating Action(s):

(5) None.

Ref. Publications:

AH ASB MBB-BK117-31-55-0001 dated 19 December 2024.

AH ASB EC135-31-55-0001 dated 19 December 2024.

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. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 16 January 2025. Only if any comment is received during the consultation period, a Comment Response Document will be published in the [EASA Safety Publications Tool](#), in a 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;
Web portal: <https://airbusworld.helicopters.airbus.com>
E-mail: costumersupport.helicopters@airbus.com

