Airworthiness Directive

AD No.: 2018-0163

Issued: 25 July 2018

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 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 (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:
AIRBUS HELICOPTERS DEUTSCHLAND GmbH

Type/Model designation(s):
MBB-BK 117 D-2 helicopters

Effective Date: 08 August 2018

TCDS Number(s): EASA.R.010

Foreign AD: Not applicable

Supersedure: None

ATA 67 – Rotorcraft Flight Controls – Co-pilot Collective Lever Wire Harness – Inspection

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Manufacturer(s):
Airbus Helicopters Deutschland GmbH, formerly Eurocopter Deutschland GmbH

Applicability:
MBB-BK 117 D-2 helicopters, all serial numbers.

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

The ASB: Airbus Helicopters (AH) Alert Service Bulletin (ASB) MBB-BK117 D-2-67A-007.

Reason:
An occurrence was reported on a helicopter, where chafing marks were found on the wire harness of the co-pilot collective lever. Investigation results determined that the damage had been caused by incorrect routing of the wire harness.

This condition, if not detected and corrected, could lead to short circuit of one or more electrical cables, possibly resulting in uncommanded activation of systems such as hoist cable cut or emergency floats.

Prompted by this occurrence, AH issued the ASB, providing inspection instructions.

For the reason stated above, this AD requires a one-time inspection of the co-pilot collective lever wire harness and routing and, depending on findings, accomplishment of applicable corrective action(s). This AD also requires inspection of the wire harness routing, each time a co-pilot collective lever is installed or reinstalled.

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

Required as indicated, unless accomplished previously:

Initial Inspection:

(1) Within the compliance time as identified in Table 1 of this AD, as applicable, inspect the wire harness of the co-pilot collective lever and its routing in accordance with the instructions of sections 3.B.2 and 3.B.3 of the ASB.

Table 1 – Co-pilot Collective Lever Wire Harness and Routing Inspection

Helicopter Configuration		Compliance Time
Co-pilot collective lever installed	Rescue Hoist System installed	Within 100 flight hours or 3 months, whichever occurs first after the effective date of this AD
	Rescue Hoist System not installed	Within 12 months after the effective date of this AD
Co-pilot collective lever not installed		During next (re)installation of the co-pilot collective lever after the effective date of this AD

Post-Installation Inspections:

(2) From the effective date of this AD, unless already done as required by paragraph (1) of this AD, before next flight after each (re)installation of the co-pilot collective lever, inspect the co-pilot collective lever wire harness routing in accordance with the instructions of sections 3.B.3 of the ASB.

Corrective Action(s):

(3) If, during any inspection as required by paragraph (1) or (2) of this AD, as applicable, any discrepancy is found, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of section 3.B.2 and/or 3.B.3, as applicable, of the ASB.

Terminating Action:

(4) None.

Ref. Publications:

AH ASB MBB-BK117 D-2-67A-007 original issue dated 23 July 2018.

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. 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.

5. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters Deutschland GmbH, Industriestrasse 4,
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