

Airworthiness Directive

AD No.: 2019-0305

Issued: 17 December 2019

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, 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 D-2 helicopters

Effective Date: 27 December 2019

TCDS Number(s): EASA.R.010

Foreign AD: Not applicable

Supersedure: None

ATA 88 – Wiring Harness – Cabin Wiring Harness – Inspection

Manufacturer(s):

Airbus Helicopters Deutschland GmbH (AHD), formerly Eurocopter Deutschland GmbH

Applicability:

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

Definitions:

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

The ASB: Airbus Helicopters (AH) Alert Service Bulletin (ASB) MBB-BK117 D-2-88A-003.

Affected part: Wiring harnesses installed behind the front passenger (PAX) panel of the left-hand (LH) and right-hand (RH) middle (MID) side panels.

Reason:

Chafing marks have reportedly been found on the wiring harness behind the MID side panels, in the area of the front PAX panels. Subsequent investigations identified low clearance between those harnesses and the surrounding structure.

This condition, if not detected and corrected, may lead to in-flight loss of the hoist load, possibly resulting in personal injuries, or to the generation of burning smell, possibly resulting in the application of the applicable emergency procedure.

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

For the reason described above, this AD requires a one-time inspection of the affected parts and, depending on findings, accomplishment of applicable corrective action(s). This AD also introduces requirements for installation of an affected part or a MID side panel.

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

Required as indicated, unless accomplished previously:

Inspection:

- (1) Within 110 flight hours (FH) or 3 months, whichever occurs first after the effective date of this AD, inspect each affected part in accordance with the instructions of section 3.B.2 of the ASB.
- (2) If, during the inspection as required by paragraph (1) of this AD, no damage is found behind the LH and/or RH MID panel, before next flight, inspect the wire routing of the affected part, behind the LH and/or RH MID panel, as applicable, in accordance with the instructions of paragraph 3.B.4 of the ASB.

Corrective Action(s):

- (3) If, during the inspection as required by paragraph (1) of this AD, any damaged wire is found, before next flight, repair the affected part in accordance with the instructions of section 3.B.3 of the ASB, re-install that affected part and accomplish a check for minimum clearance in accordance with the instructions of section 3.B.5 of the ASB.
- (4) If, during the inspection as required by paragraph (2) of this AD, any discrepancy of the routing is detected, as identified in the ASB, before next flight, correctly re-install the wiring of that affected part and accomplish a check for minimum clearance in accordance with the instructions of section 3.B.5 of the ASB.

Modification:

- (5) If a minimum clearance as required by paragraph (3) or (4) of this AD cannot be established, before next flight, install multiple cable ties on that affected part in accordance with the instructions of section 3.B.6 of the ASB.

Post-modification Repetitive Inspections:

- (6) Within 400 FH after modification of an affected part as required by paragraph (5) of this AD and, thereafter, at intervals not exceeding 400 FH, inspect that affected part in accordance with the instructions of section 3.B.8 of the ASB (see Note 1 of this AD).

Note 1: A non-cumulative tolerance of 40 FH may be applied to the compliance times specified in paragraph (6) of this AD 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.



Corrective Action(s):

- (7) If, during any inspection of an affected part as required by paragraph (6) of this AD, any discrepancy is detected, as identified in the ASB, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the ASB.

Parts Installation:

- (8) From the effective date of this AD, it is allowed to install a MID side panel and/or a front PAX panel on a helicopter, provided that, before next flight after installation, the routing of the wiring harness in the area of the front PAX panel behind that MID panel passes an inspection (no discrepancy found, or discrepancies corrected, as applicable) in accordance with the instructions of paragraph 3.B.4 of the ASB.

Terminating Action:

- (9) Following accomplishment of any maintenance action and/or repair of an affected part, which includes removal of the multiple cable ties, passing a check for minimum clearance in accordance with the instructions of section 3.B.5 of the ASB constitutes terminating action for the repetitive inspection as required by paragraph (6) of this AD for that affected part.

Ref. Publications:

AH ASB MBB-BK117 D-2-88A-003 original issue dated 26 November 2019, or Revision 01 dated 09 December 2019.

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 Programming and Continued Airworthiness 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, 86609 Donauwörth, Federal Republic of Germany, Telephone: + 33 (0)4 42 85 97 97;
Web portal: <https://keycopter.airbushelicopters.com> > Technical Request Management
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