

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 15-052</p> <p>Date: 29 April 2015</p> <p>Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance/cancellation of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.</p> <p>All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>	
<p>Design Approval Holder's Name:</p> <p>AIRBUS HELICOPTERS DEUTSCHLAND GmbH</p>	<p>Type/Model designation(s):</p> <p>MBB-BK117 helicopters</p>
<p>TCDS Number: EASA.R.010</p>	
<p>Foreign AD: Not applicable</p>	
<p>Supersedure: None</p>	
ATA 90	Electrical Power – Ground Reference Connection – Retrofit / Rotorcraft Flight Manual – Amendment
Manufacturer(s):	AIRBUS HELICOPTERS DEUTSCHLAND GmbH (AHD) (formerly Eurocopter Deutschland GmbH (ECD), Eurocopter Hubschrauber GmbH, Messerschmitt-Bölkow-Blohm GmbH).
Applicability:	MBB-BK117 A-1, MBB-BK117 A-3, MBB-BK117 A-4, MBB-BK117 B-1, MBB-BK117 B-2 and MBB-BK117 C-1 helicopters, all serial numbers.
Reason:	<p>An occurrence was reported on a MBB-BK117 helicopter of an in-flight interruption of the grounding connection to the generator voltage regulator. The reason for this interruption was a break in the wire terminal attached at terminal E of the starter-generator. As a consequence, overvoltage occurred in the electrical power system and caused damage to the electronic equipment.</p> <p>In addition, it was determined that the use of an outdated revision of the Rotorcraft Flight Manual (RFM) could, in case of overvoltage, lead to application of incorrect emergency procedures.</p> <p>This condition, if not detected and corrected, could lead to loss of required electronic equipment, possibly resulting in loss of control of the helicopter.</p> <p>To address this potential unsafe condition, ECD issued Alert Service Bulletin (ASB) ASB-MBB-BK117-90-118 Revision 02 to provide instructions for inspection and corrective action.</p> <p>For the reasons described above, this AD requires repetitive inspections of the wire terminals and measurements of the resistance between starter-generator and generator voltage regulator and, in case discrepancies are found, replacement of the wire terminal. This AD also requires retrofit of the ground reference line and amendment of the RFM.</p>

Effective Date:	[TBD: 14 days after final AD issue date]														
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 50 flight hours after the effective date of this AD and, thereafter, each time the starter-generator is removed and/or the wiring is disconnected from the starter-generator, accomplish a visual inspection of the wire terminals and a measurement of the resistance between starter-generator and generator voltage regulator in accordance with the instructions of ECD ASB-MBB-BK117-90-118 Revision 02. (2) If, during any inspection or measurement as required by paragraph (1) of this AD, any discrepancy is found, before next flight, replace the wire terminal with a serviceable part in accordance with the instructions of ECD ASB-MBB-BK117-90-118 Revision 02. (3) At the next periodical inspection, but no later than 6 months after the effective date of this AD, accomplish a retrofit of the ground reference line in accordance with the instructions of ECD ASB-MBB-BK117-90-118 Revision 02. (4) Accomplishment on a helicopter of the retrofit as required by paragraph (3) of this AD constitutes terminating action for the repetitive inspections and measurements required by paragraph (1) of this AD for that helicopter. (5) Concurrent with the retrofit as required by paragraph (3) of this AD, amend the RFM by inserting a copy of the Temporary Revision (TR) specified in Table 1 of this AD, as applicable to helicopter model, inform all flight crews and, thereafter, operate the helicopter accordingly. <p style="text-align: center;">Table 1 – Applicable RFM TR</p> <table border="1"> <thead> <tr> <th>RFM</th><th>TR No.</th></tr> </thead> <tbody> <tr> <td>BK117 A-3</td><td>9</td></tr> <tr> <td>BK117 A-4</td><td>5</td></tr> <tr> <td>BK117 B-1</td><td>6</td></tr> <tr> <td>BK117 B-2</td><td>1</td></tr> <tr> <td>BK117 C-1</td><td>2</td></tr> <tr> <td>BK117 C-1C</td><td>1</td></tr> </tbody> </table>	RFM	TR No.	BK117 A-3	9	BK117 A-4	5	BK117 B-1	6	BK117 B-2	1	BK117 C-1	2	BK117 C-1C	1
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Ref. Publications:	<p>ECD ASB-MBB-BK117-90-118 Revision 02 dated 04 May 2009.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p> <p>BK117 A-3 RFM, TR 9, dated 22 September 2006.</p> <p>BK117 A-4 RFM, TR 5, dated 22 September 2006.</p> <p>BK117 B-1 RFM, TR 6, dated 22 September 2006.</p> <p>BK117 B-2 RFM, TR 1, dated 22 September 2006.</p> <p>BK117 C-1 RFM, TR 2, dated 22 September 2006.</p> <p>BK117 C-1C RFM, TR 1, dated 22 September 2006.</p>														
Remarks:	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 27 May 2015. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: Airbus Helicopters Deutschland GmbH, Industriestrasse 4, 86607 Donauwörth, Federal Republic of Germany Telephone: + 49 (0)151 1422 8976; Fax: + 49 (0)906 71 4111 														