



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 19-121

Issued: 10 July 2019

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

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 date indicated.

Design Approval Holder's Name:

AIRBUS HELICOPTERS DEUTSCHLAND GmbH

Type/Model designation(s):

MBB-BK117 D-2 helicopters

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.R.010

Foreign AD: Not applicable

Supersedure: None

ATA 27 – Flight Controls – Wiring Harness – Modification

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-002.

Affected part: Wire harness trim connector backshells, having Part Number (P/N) M85049/90-13W02, if manufactured by AMPHENOL, or if the manufacturer is unknown. The ASB provides instructions to identify the manufacturer of the backshell.

Serviceable part: Wire harness trim connector backshells, having P/N M85049/90-13W02, except those manufactured by AMPHENOL.



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. A helicopter having s/n 20311 or higher is Group 2, provided no backshell of connector 1126CABA or 1705CCBA has been replaced on that helicopter since its date of manufacturing.

Reason:

During electrical tests on MBB-BK117 D-2 helicopters still on the production line, a short circuit in the connector of the yaw trim actuator occurred. Subsequent investigations identified damage to the wiring insulation, caused by a sharp edge in the affected part of that connector. Affected parts are installed in connector 1126CABA (yaw trim actuator) and 1705CCBA (pitch trim actuator).

This condition, if not detected and corrected, may lead to yaw or pitch trim runaway, possibly resulting in loss of control of the helicopter.

To address this potential unsafe condition, AH issued the ASB to provide replacement instructions.

For the reason described above, this AD requires replacing affected parts with serviceable parts, and prohibits (re-)installation of affected parts.

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

Required as indicated, unless accomplished previously:

Modification:

- (1) For Group 1 helicopters: Within 9 months after the effective date of this AD, replace each affected part with a serviceable part in accordance with the instructions of section 3.B of the ASB.

Parts Installation:

- (2) Do not install on any helicopter an affected part, as required by paragraph (2.1) or (2.2) of this AD, as applicable.
 - (2.1) For Group 1 helicopters: After modification of the helicopter as required by paragraph (1) of this AD.
 - (2.2) For Group 2 helicopters: From the effective date of this AD.

Ref. Publications:

AH ASB MBB-BK117 D-2-88A-002 original issue dated 04 June 2019.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 07 August 2019.



2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).
4. For any question concerning the technical content of the requirements in this PAD, 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
E-mail: customersupport.helicopters@airbus.com.

