


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2011-0131</p> <p>Date: 08 July 2011</p> <p>Note: This Airworthiness Directive (AD) 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>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p>Type Approval Holder's Name : Eurocopter Deutschland GmbH</p>	<p>Type/Model designation(s) : MBB-BK 117 helicopters</p>	
<p>TCDS Number :</p>	<p>EASA.R.010</p>	
<p>Foreign AD :</p>	<p>Not applicable</p>	
<p>Supersedure:</p>	<p>This AD supersedes EASA AD 2011-0126 dated 01 July 2011.</p>	
<p>ATA 85</p>	<p>Optional Equipment – External Rescue Hoist System – Deactivation</p>	
<p>Manufacturer(s):</p>	<p>Eurocopter Deutschland GmbH (ECD), Eurocopter Hubschrauber GmbH, Messerschmitt-Bölkow-Blohm GmbH</p>	
<p>Applicability:</p>	<p>MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2 and MBB-BK 117 C-1 helicopters, all serial numbers.</p>	
<p>Reason:</p>	<p>In a recent incident with a MBB-BK117 C-1 helicopter, the cable cut-off function of the rescue hoist was triggered uncommanded and the hoist cable was cut. The subsequent investigation revealed that this was caused by a malfunction within the remote control handle of the rescue hoist system, when extending the hoist boom.</p> <p>This condition, if not detected and corrected, would lead to detachment of an external load or person from the helicopter hoist, possibly resulting in personal injury, or injury to persons on the ground.</p> <p>A corrective action is under investigation but currently not available. The same Part Number (P/N) 117-80403 and P/N 117-804061 hoist systems are known to be installed on other models of the same type design.</p> <p>For the reasons described above, EASA AD 2011-0126 required deactivation of the affected external hoist system by pulling and securing the related circuit breakers, or by removing the hoist boom. Pending the results of the investigation, EASA AD 2011-0126 also prohibits installation of an affected external hoist system on any other helicopter.</p> <p>Following issuance of EASA AD 2011-0126, it was discovered that by pulling the circuit breaker WARN ANN II, the redundant power supply of the Annunciator System is degraded which in case of second helicopter system</p>	

	<p>failure could be not annunciated to pilots.</p> <p>For the reasons described above, this AD supersedes EASA AD 2011-0126, retaining partially its requirements and requires pulling only three (3) circuit breakers (CABLE CUTTER, WINCH CONT. and WINCH BOOM). The circuit breaker for WARN ANN II must remain inserted.</p>
Effective Date:	12 July 2011
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) For helicopters equipped with (optional) rescue hoist (sometimes referred to as rescue winch), P/N 117-80403 or P/N 117-804061, accomplish one of the actions, (1.1) or (1.2), below:</p> <p>(1.1) Before the next hoist operation, or within 30 days, whichever occurs first after the effective date of this AD, deactivate the external hoist system by pulling the three (3) affected circuit breakers, CABLE CUTTER, WINCH CONT. and WINCH BOOM, and securing each with a cable tie, or</p> <p>(1.2) Before the next hoist operation, or within 30 days, whichever occurs first after from 05 July 2011 [the effective date of EASA AD 2011-0126], remove the hoist boom in accordance with the instructions of Chapter 832 of the applicable ECD MBB-BK 117 Maintenance Manual.</p> <p>(2) For all other helicopters, from 05 July 2011 [the effective date of EASA AD 2011-0126], do not install an affected P/N rescue hoist, as identified in paragraph (1) of this AD, on any helicopter, unless the installation is in compliance with the requirements of paragraph (1.1) or (1.2) of this AD.</p>
Ref. Publications:	None
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail ADs@easa.europa.eu 4. For any question concerning the technical content of the requirements in this AD, please contact: Eurocopter Deutschland GmbH, Industriestrasse 4, 86607 Donauwörth, Federal Republic of Germany Telephone: + 49 (0)151-1422 8976; Facsimile: + 49 (0)906-71 4111.