

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2013-0189 Date: 19 August 2013 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.
This AD is issued in accordance with EU 748/2012, Part 21.A.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].	
Design Approval Holder's Name: EUROCOPTER DEUTSCHLAND GmbH	Type/Model designation(s): MBB-BK 117 C-2 helicopters
TCDS Number:	EASA.R.010
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA AD 2012-0263 dated 18 December 2012.
ATA 33	Lighting – Flight Control Display System Wire Harness – Modification
Manufacturer(s):	Eurocopter Deutschland GmbH (ECD), American Eurocopter LLC
Applicability:	MBB-BK117 C-2 helicopters equipped with dual pilot instruments, and equipped with optional equipment "Night Vision Imaging System (NVIS)/Night Vision Goggles (NVG)", or with "Special Cockpit Lighting" (NVG friendly), serial number (s/n) 9004 to 9500 inclusive, except s/n 9418, 9432, 9435, 9445, 9448, 9454, 9460, 9465 and 9476.
Reason:	During troubleshooting of a MBB-BK117 C-2 helicopter, chafing damage was detected on the wire harness routed to the Smart Multifunction Display (SMD) SMD45/SMD68 on the co-pilot's side. Subsequent investigation revealed interference between the wire harness and the edge of the Caution and Advisory Display as a root cause of chafing. This condition, if not corrected, could result in a sudden change of background brightness of the SMD45/SMD68 (pilot/co-pilot) from "NVG" mode to "NIGHT" mode, likely impairing the vision of the flight crew and possibly resulting in loss of control of the helicopter. To address this potential unsafe condition, ECD issued Emergency ASB MBB-BK117 C-2-88A-008 and EASA issued AD 2012-0263 to require the installation of placards and modification of the flight control display system (FCDS) wiring harness. During accomplishment of the modification as required by AD 2012-263 it became apparent that, due to customized avionics installations, some of the required wire attachments could not be installed or the related SMD45/SMD68 could not be re-installed.

	Prompted by these findings, ECD issued Emergency ASB MBB-BK117 C-2-88A-008 Revision 01 to introduce a modified cable support and installation position. For the reasons described above, this AD retains the requirements of EASA AD 2012-0263, which is superseded, and, for helicopters on which the modification could not be successfully completed, requires modification of the FCDS wiring harness.
Effective Date:	02 September 2013
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within 14 days after 24 December 2012 (the effective date of EASA AD 2012-0263), install placards on the SMD45 and SMD68 (pilot and co-pilot's side) in accordance with the instructions of paragraph 3.B.2.(a) of ECD Emergency Alert Service Bulletin (ASB) MBB-BK117 C-2-88A-008. (2) Within 12 months after the effective date of this AD, modify the FCDS wire harness by installing a wiring support in accordance with the instructions of paragraphs 3.B.2.(b) and 3.B.4 of ECD ASB MBB-BK117 C-2-88A-008 Revision 01. (3) After modification of a helicopter as required by paragraph (2) of this AD, the placards as required by paragraph (1) of this AD can be removed from that helicopter. (4) For helicopters on which the modification as required by paragraph (2) of this AD has been successfully completed, corrective actions accomplished before the effective date of this AD in accordance with the instructions of ECD Emergency ASB MBB-BK117 C-2-88A-008 at original issue, are acceptable to comply with the requirements of this AD.
Ref. Publications:	ECD Emergency ASB MBB-BK117 C-2-88A-008 original issue dated 17 December 2012, and Revision 01 dated 01 July 2013. The use of later approved revisions of this 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. This AD was posted on 18 July 2013 as PAD 13-098 for consultation until 15 August 2013. No comments were received during the consultation period. 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, Germany Telephone: +49 (0)151 1422 8976, Fax: +49 (0)906 71 4111.