


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 11-080</p> <p>Date: 02 August 2011</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 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 closing date indicated.</p>	
Type Approval Holder's Name : Eurocopter Deutschland GmbH	Type/Model designation(s) : EC 135, EC 635 and MBB-BK117 C-2 helicopters
TCDS Number:	EASA.R.009, EASA.R.010
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA Emergency AD 2010-0247-E dated 26 November 2010.
ATA 33	Lights – Instrument Lighting Display Brightness for Flight in Night Vision Goggle (NVG) Mode – Modification
Manufacturer(s):	EC135/635: Eurocopter Deutschland GmbH (ECD), Eurocopter España S.A., Eurocopter S.A. MBB-BK117 C-2: Eurocopter Deutschland GmbH, American Eurocopter LLC
Applicability:	EC 135 P1(CPDS), EC 135 P2(CPDS), EC 135 P2+, EC 135 T1(CPDS), EC 135 T2(CPDS), EC 135 T2+, EC 635 T1(CPDS), EC 635 P2+ and EC 635 T2+ helicopters, serial numbers (s/n) 0642 through 0999 inclusive, if equipped with optional NVG system, and MBB-BK117 C-2 helicopters, s/n 9004 through 9450 inclusive, if equipped with the optional NVG system with the secured toggle switch Part Number (P/N) 845UN01F4AD0A (and associated wiring changes), either installed during production, or in-service in accordance with ECD Service Bulletin (SB) MBB-BK117 C-2-33-006.
Reason:	<p>In 2010, routine safety reviews of the EC 135/635 and MBB BK-117 type designs revealed that, when the "INSTR LIGHTS" potentiometer is at certain positions, the diodes in the NVG system may overheat. The review results indicated that this could lead to failure of the entire instrument and overhead panel lighting and, depending on the position of the potentiometer, the background lighting of Caution and Advisory Display (CAD), Vehicle and Engine Monitoring Display (VEMD), Primary Flight Display (PFD) and the Navigation Display (ND) could suddenly increase to maximum brightness.</p> <p>This condition, if not corrected, would likely impair the visibility of the flight crew, possibly resulting in loss of control of the helicopter.</p> <p>To address this unsafe condition, EASA issued Emergency AD 2010-0247-E to require amendment of the Rotorcraft Flight Manual Supplement (RFMS) to</p>

	<p>implement a procedure for flights in NVG mode, to set the background lighting of CAD, VEMD, PFD and ND to an acceptable minimum level.</p> <p>Since that AD was issued, ECD has developed a terminating action that would end the need for RFM change, allowing the procedure to be removed.</p> <p>For the reasons described above, this AD retains the requirements of EASA Emergency AD 2010-0247-E, which is superseded, and requires an electrical wiring modification in the overhead panel. After modification of a helicopter, the RFM changes are to be removed.</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) Before the next night flight in NVG Mode after 30 November 2010 [the effective date of AD 2010-0247-E], amend the applicable RFMS [Night Vision Imaging System operation with NVG] by inserting the flight manual pages included in ECD ASB EC135-33A-009 (original issue) or ASB MBB BK117 C-2-33A-013 (original issue), as applicable to the helicopter type, and inform the flight crews accordingly. (2) Within 6 months after the effective date of this AD, modify the electrical wiring in the overhead panel in accordance with the instructions of ECD ASB EC135-33A-009 Revision 2 or ASB MBB BK117 C-2-33A-013 Revision 2, as applicable to the helicopter type. (3) Before next flight after modification of a helicopter as required by paragraph (2) of this AD, remove the flight manual pages as required by paragraph (1) of this AD from the RFMS of that helicopter.
Ref. Publications:	<p>ECD ASB EC135-33A-009 Revision 2, and ASB MBB BK117 C-2-33A-013 Revision 2, both dated 30 June 2011.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 30 August 2011. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail ADs@easa.europa.eu. 3. 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.