


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2014-0126</p> <p>Date: 15 May 2014</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 EU 748/2012, 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>Design Approval Holder's Name:</p> <p>AIRBUS HELICOPTERS DEUTSCHLAND GmbH</p>	<p>Type/Model designation(s):</p> <p>MBB-BK 117 C-2 helicopters</p>
TCDS Number:	EASA.R.010
Foreign AD:	Not applicable
Supersedure:	None
ATA 22	Auto Flight – Automatic Flight Control System Wiring – Modification Rotorcraft Flight Manual – Amendment
Manufacturer(s):	Airbus Helicopters Deutschland GmbH (AHD) (formerly Eurocopter Deutschland GmbH), Airbus Helicopters Inc. (formerly American Eurocopter LLC).
Applicability:	MBB-BK117 C-2 helicopters, all serial numbers (s/n) up to s/n 9675 inclusive, if equipped with optional Automatic Flight Control System (AFCS).
Reason:	<p>AHD has determined that, with the present AFCS wiring design, a single short circuit of a Smart Electro-Mechanical Actuator "ACTIV" input may lead to a quick sequential disconnection of the autopilot modules and the Backup Stability Augmentation System of the pitch, yaw or roll axis.</p> <p>If this failure occurs, an immediate corrective action is required by the pilot. Depending on the operational mode used ("hands on" or "hands off") and the indicated airspeed, the reaction time differs and it cannot be guaranteed that the available intervention time is sufficient to recover the rotorcraft attitude.</p> <p>This condition, if not corrected, could result in loss of control of the helicopter.</p> <p>To address this unsafe condition, AHD issued Service Information Notice 2659-S-22 announcing operational limitations through AFCS Flight Manual Supplement (FMS) Temporary Revision (Temp. Rev.) 13, and Service Bulletin (SB) MBB-BK117 C-2-22-016 to provide instructions for installation of a new AFCS wiring design solution.</p> <p>For the reason described above, this AD requires amendment of the Rotorcraft Flight Manual (RFM) to incorporate the temporary operational limitations, and modification of the AFCS wiring.</p>

Effective Date:	29 May 2014
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 2 months after the effective date of this AD, amend the applicable RFM by inserting AFCS FMS 9.2-1 Temp. Rev. 13, inform all flight crews and, thereafter, operate the helicopter according to the temporary limitations. (2) Within 12 months or 500 flight hours, whichever occurs first after the effective date of this AD, modify the AFCS wiring by installing modules, rerouting wires, installing new wires and accomplishing a functional test in accordance with the instructions of paragraph 3 of AHD SB MBB-BK117 C-2-22-016. (3) Concurrent with the modification as required by paragraph (2) of this AD, remove the AFCS FMS 9.2-1 Temp. Rev. 13. from the RFM to remove the temporary operational limitations.
Ref. Publications:	<p>AHD BK117 C-2 AFCS FMS 9.2-1 Temp. Rev. 13 (EASA approved on 08 January 2014).</p> <p>AHD SB MBB-BK117 C-2-22-016 Revision 0 dated 08 April 2014.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p> <p>AHD Safety Information Notice 2659-S-22 Revision 0 dated 15 January 2014.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 14 April 2014 as PAD 14-070 for consultation until 12 May 2014. 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: Airbus Helicopters Deutschland GmbH, Industriestrasse 4, 86607 Donauwörth, Federal Republic of Germany Telephone: + 49 (0)151 1422 8976; Facsimile: + 49 (0)906 71 4111.