



Airworthiness Directive

AD No.: 2020-0084

Issued: 03 April 2020

Note: This Airworthiness Directive (AD) 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.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS HELICOPTERS DEUTSCHLAND GmbH

Type/Model designation(s):

MBB-BK117 D-2 helicopters

Effective Date: 17 April 2020

TCDS Number(s): EASA.R.010

Foreign AD: Not applicable

Supersedure: None

ATA 67 – Rotors Flight Control – Collective Lever Switch Unit – Inspection

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-2-67A-013

Affected part: Collective lever switch units, having a Part Number (P/N) and a s/n as identified in Table 1 of this AD.

Serviceable part: An affected part which is re-identified with the ASB number; or a collective lever switch unit which is not an affected part.

Groups: Group 1 helicopters are those that have an affected part and the rescue hoist installed.
Group 2 helicopters are those that have an affected part installed and the rescue hoist not installed.
Group 3 helicopters are those that do not have an affected part installed.



Reason:

Occurrences have been reported of finding affected parts without the retaining rings of the cable cut switch guard. On the cable cut switch guard there is an axis that holds, and allows the guard to turn over, the cable cut switch. This axis is secured with two retaining rings. If both retaining rings are missing, there is the risk that the axis can move out.

This condition, if not detected and corrected, could lead to inadvertent activation of the rescue hoist cable cut function, possibly resulting in personal injury.

To address this potential unsafe condition, AH issued the ASB providing inspection instructions.

For the reason described above, this AD requires a one-time inspection of the affected parts and, depending on findings, accomplishment of the applicable corrective action(s). This AD also introduces requirements for installation of affected parts.

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

Required as indicated, unless accomplished previously:

Inspection:

- (1) Group 1 helicopters: Within 14 days after the effective date of this AD, inspect each affected part in accordance with the instructions of the ASB.
- (2) Group 2 helicopters: Within 12 months, or before installation of the rescue hoist, whichever occurs first after the effective date of this AD, inspect each affected part in accordance with the instructions of the ASB.

Table 1 – Affected Parts

P/N	s/n (inclusive)
D671M50C1021	from 228 to 302
D671M50C1041	from 025 to 031
D671M50C1060	from 023 to 040

Corrective Action(s):

- (3) If, during the inspection as required by paragraph (1) or (2) of this AD, as applicable, any discrepancy, as identified in the ASB, is detected on an affected part, before next rescue hoist operation, accomplish the applicable corrective actions (which includes marking the ASB number on that affected part) in accordance with the instructions of the ASB.
- (4) If, during the inspection as required by paragraph (1) or (2) of this AD, as applicable, no discrepancy, as identified in the ASB, is detected on an affected part, before next flight, mark the ASB number on that affected part in accordance with the instructions of the ASB.

Parts Installation:

- (5) For all helicopters: From the effective date of this AD, it is allowed to install on any helicopter an affected part, provided it is a serviceable part, as defined in this AD.



Ref. Publications:

AH MBB-BK117 D-2-67A-013 original issue dated 02 April 2020.

The use of later approved revisions of the above-mentioned 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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#).
5. For any question concerning the technical content of the requirements in this AD, 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
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