Airworthiness Directive

AD No.: 2020-0246

Issued: 10 November 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: 24 November 2020

TCDS Number(s): EASA.R.010

Foreign AD: Not applicable

Supersedure: None

ATA 88 – Wiring Harness – Lateral Control Rod Wiring – Inspection

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Manufacturer(s):
Airbus Helicopters Deutschland GmbH (AHD), formerly Eurocopter Deutschland GmbH

Applicability:
MBB-BK117 D-2 helicopters, all serial numbers (s/n) up to 20334 inclusive, except s/n 20274, 20281, 20284, 20286, 20320, 20322, 20327, 20328, 20331 and 20332.

Definitions:
For the purpose of this AD, the following definitions apply:

The ASB: Airbus Helicopters (AH) Alert Service Bulletin (ASB) MBB-BK117 D-2-88A-006.

Reason:
Chafing marks have reportedly been found on the wiring harness near to the locking washer of the lateral control rod. Subsequent investigations identified low clearance between those harnesses and the surrounding structure.

This condition, if not detected and corrected, may lead to in-flight loss of the hoist load, possibly resulting in personal injury, or generate a burning smell, possibly resulting in the need for the flight crew to implement the applicable emergency procedure.

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 to detect damage and sufficient clearance and, depending on findings, accomplishment of applicable corrective action(s). This AD also requires updating the Aircraft Maintenance Programme (AMP).

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

Required as indicated, unless accomplished previously:

Inspection:

(1) Within 110 flight hours (FH) or 3 months, whichever occurs first after the effective date of this AD, accomplish an inspection in accordance with the instructions of section 3.B of the ASB.

Corrective Action(s):

(2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy, as identified in the ASB, is found, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the ASB.

Follow-on Actions:

(3) Within 12 months, or during the next update of the approved AMP on the basis of which the operator or the owner ensures the continuing airworthiness of each operated helicopter, whichever occurs first after the effective date of this AD, incorporate into the AMP the tasks as described in section 4 of the ASB. Revising the AMP to include reference to any later Aircraft Maintenance Manual revision, which includes the technical content of section 4 of the ASB, is acceptable to comply with the requirements of this paragraph for that helicopter.

Ref. Publications:

AH ASB MBB-BK117 D-2-88A-006 original issue dated 28 October 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. This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or

may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

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
E-mail: customersupport.helicopters@airbus.com.