



## Airworthiness Directive

**AD No.:** 2019-0305R1

**Issued:** 02 July 2021

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:** Revision 1: 09 July 2021  
Original issue: 27 December 2019

**TCDS Number(s):** EASA.R.010

**Foreign AD:** Not applicable

**Revision:** This AD revises EASA AD 2019-0305 dated 17 December 2019.

## ATA 88 – Wiring Harness – Cabin Wiring Harness – Inspection

### Manufacturer(s):

Airbus Helicopters Deutschland GmbH (AHD), formerly Eurocopter Deutschland GmbH

### Applicability:

MBB-BK117 D-2 helicopters, all serial numbers (s/n), except those on which the modification SB has been embodied in service.

### 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-003.

**The modification SB:** AH Service Bulletin (SB) MBB-BK117 D-2-25-022.

**Affected part:** Wiring harnesses installed behind the front passenger (PAX) panel of the left-hand (LH) and right-hand (RH) middle (MID) side panels.



**Reason:**

Chafing marks have reportedly been found on the wiring harness behind the MID side panels, in the area of the front PAX panels. Subsequent investigation results 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 injuries; or lead to generation of burning smell, possibly resulting in the need for an emergency landing.

To address this potential unsafe condition, AH issued the ASB, providing inspection instructions, and EASA AD 2019-0305 to require a one-time inspection of the affected parts and, depending on findings, accomplishment of applicable corrective action(s). That AD also introduced requirements for installation of an affected part or a MID side panel.

Since that AD was issued, AH designed a modification of the MID side panels and issued the modification SB to provide instructions for in-service installation of that modification.

This AD is revised accordingly, excluding post-modification-SB helicopters from the Applicability, and to specify that, following accomplishment of the modification SB, the Part(s) Installation requirements of this AD are no longer applicable.

**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 27 December 2019 [the effective date of the original issue of this AD], inspect each affected part in accordance with the instructions of section 3.B.2 of the ASB.
- (2) If, during the inspection as required by paragraph (1) of this AD, no damage is found behind the LH and/or RH MID panel, before next flight, inspect the wire routing of the affected part, behind the LH and/or RH MID panel, as applicable, in accordance with the instructions of paragraph 3.B.4 of the ASB.

**Corrective Action(s):**

- (3) If, during the inspection as required by paragraph (1) of this AD, any damaged wire is found, before next flight, repair the affected part in accordance with the instructions of section 3.B.3 of the ASB, re-install that affected part and accomplish a check for minimum clearance in accordance with the instructions of section 3.B.5 of the ASB.
- (4) If, during the inspection as required by paragraph (2) of this AD, any discrepancy of the routing is detected, as identified in the ASB, before next flight, correctly re-install the wiring of that affected part and accomplish a check for minimum clearance in accordance with the instructions of section 3.B.5 of the ASB.



**Modification:**

- (5) If a minimum clearance as required by paragraph (3) or (4) of this AD cannot be established, before next flight, install multiple cable ties on that affected part in accordance with the instructions of section 3.B.6 of the ASB.

**Post-modification Repetitive Inspections:**

- (6) Within 400 FH after modification of an affected part as required by paragraph (5) of this AD and, thereafter, at intervals not exceeding 400 FH, inspect that affected part in accordance with the instructions of section 3.B.8 of the ASB (see Note 1 of this AD).

Note 1: A non-cumulative tolerance of 40 FH may be applied to the compliance times specified in paragraph (6) of this AD to allow synchronization of the required inspections with other maintenance tasks, for which a non-cumulative tolerance is already granted in the applicable Maintenance Manual.

**Corrective Action(s):**

- (7) If, during any inspection of an affected part as required by paragraph (6) of this AD, any discrepancy is detected, as identified in the ASB, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the ASB.

**Parts Installation:**

- (8) From 27 December 2019 [the effective date of the original issue of this AD], until embodiment of the modification SB on a helicopter, it is allowed to install a MID side panel and/or a front PAX panel on that helicopter, provided that, before next flight after installation, the routing of the wiring harness in the area of the front PAX panel behind that MID panel passes an inspection (no discrepancy found, or discrepancies corrected, as applicable) in accordance with the instructions of paragraph 3.B.4 of the ASB.

**Terminating Action:**

- (9) Following accomplishment of any maintenance action and/or repair of an affected part, which includes removal of the multiple cable ties, passing a check for minimum clearance in accordance with the instructions of section 3.B.5 of the ASB constitutes terminating action for the repetitive inspection as required by paragraph (6) of this AD for that affected part.
- (10) Modification of a helicopter in accordance with the instructions of the modification SB constitutes terminating action for the repetitive inspections as required by paragraph (6) of this AD for that helicopter.

**Ref. Publications:**

AH ASB MBB-BK117 D-2-88A-003 original issue dated 26 November 2019, or Revision 01 dated 09 December 2019, or Revision 02 dated 30 June 2021.

AH SB MBB-BK117 D-2-25-022 original issue dated 30 June 2021.

The use of later approved revisions of the above-mentioned documents 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 Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](mailto:customersupport.helicopters@airbus.com).

