


EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2014-0211
	Date: 19 September 2014 <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 21.A.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>	
Design Approval Holder's Name: AIRBUS HELICOPTERS DEUTSCHLAND GmbH	Type/Model designation(s): MBB-BK 117 C-2 helicopters
TCDS Number: EASA.R.010	
Foreign AD: Not applicable	
Supersedure: None	
ATA 88	Wiring / Harness – Hoist Control Pendant Wiring Harness – Inspection / Modification
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, when equipped with optional equipment external mounted hoist system.
Reason:	<p>An uncommanded hoist cable cut occurred on an MBB-BK117 C-2 helicopter.</p> <p>During the investigation of this incident, chafing was detected on the wiring harness of the hoist control pendant and on the wiring of the +28V wire of the stand-by horizon inside the middle ceiling panel. The wire of the stand-by horizon got in contact with the hoist control pendant wiring harness, thus causing the uncommanded cable cut.</p> <p>This condition, if not detected and corrected, could lead to load release, possibly resulting in injury to a human load or to persons on the ground.</p> <p>To address this unsafe condition, AHD issued Alert Service Bulletin (ASB) MBB-BK117 C-2-88A-009 to provide inspection and modification instructions.</p> <p>For the reason described above, this AD requires a one-time visual inspection and modification of the hoist control pendant wiring harness.</p>
Effective Date:	22 September 2014

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Before the next hoist operation after the effective date of this AD, accomplish a one-time visual inspection of the hoist control pendant wiring harness in accordance with the instructions of Section 3.B.2 of ASB MBB-BK117 C-2-88A-009. (2) If, during the inspection as required by paragraph (1) of this AD, heavy chafing is found on the hoist control pendant wiring harness, before the next hoist operation, replace the wiring harness in accordance with the instructions of Section 3.B.2 of ASB MBB-BK117 C-2-88A-009. (3) Within 3 months after the effective date of this AD, accomplish the retrofit of a protection sleeve to the hoist control pendant wiring harness in accordance with the instructions of Section 3.B.3 of ASB MBB-BK117 C-2-88A-009. (4) From the effective date of this AD, installation of a hoist control pendant wiring harness is allowed, provided the harness is fitted with a protection sleeve as required by paragraph (3) of this AD prior to installation.
<p>Ref. Publications:</p>	<p>Airbus Helicopters Deutschland ASB MBB-BK117 C-2-88A-009 original issue dated 18 June 2014.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> 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 Safety Information Section, Certification 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.