

4/21/2026

FOR YOUR INFORMATION

2026-138/3-10

To: Airbus Industries

2340061

Info: FAA (AVP-1, AVP-200, AFS-200, AFS-100, AFS-260, AIR-360, AIR-720, AIR-780, SEA-AEG), A4A, ALPA, AOPA, APA, ASAP, ATSG, CAPA, IAM, AMFA, IBT, IATA, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: BK117 (EC-145) Electrical System Hazard

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2340061

DATE / TIME

Date of Occurrence	202602
Local Time Of Day	1201 to 1800

PLACE

Altitude - AGL	0
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AIRCRAFT / EQUIPMENT X

Make Model Name	MBB-BK 117 All Series
Operating Under FAR Part	135

COMPONENT 1

Aircraft Component	Electrical Distribution Relay
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PERSON 1

Function - Flight Crew	Check Pilot
Function - Flight Crew	Instructor
ASRS Report Number	2340061

EVENTS

Anomaly	Aircraft Equipment Problem - Critical
Anomaly	No Specific Anomaly Occurred - Unwanted Situation
Detector - Person	Flight Crew
Result - General	Maintenance Action

NARRATIVE 1

Potential electrical hazard in the BK117C2/C2e. While checking aircraft battery voltage, I noticed the Caution and Advisory Display (CAD) had asymmetrical caution lights with the left side BUS TIE OPN caution not illuminated. After troubleshooting, I was able to determine the #1 Main Bus was hot when it should have been cold in this state. The cause was determined by Maintenance after extensive troubleshooting and effort to be a failure of the Bus Tie Control Relay in the Overhead Panel as it was generating power at all times causing the Bus Tie Relay to be closed at all times and rendering the BUS TIE switch inoperative. My concern is that our base pilots operating per the checklist for everyday operations close both bus ties and never noticed, nor should they have noticed, the anomaly with the aircraft. There are multiple electrical emergency procedures that would be affected by such an anomaly and I feel Airbus should consult as to whether or not they wish to change their guidance for preflight procedures as they did when they added the "DC System Check" to the Rotorcraft Flight Manual (RFM) for the EC135 in the early 2000's. They should add a step in the normal procedures section of the RFM to pause when turning power on via the BAT MSTR switch in the "ON" position until the Central Panel Display System (CPDS) self-test is complete and ensure both BUS TIE OPN caution lights are illuminated before cycling the switch to the "Engage" position.

SYNOPSIS

BK117 (EC-145) pilot reported there was a failure of the bus tie control relay in the overhead panel that rendered the bus tie switch inoperative, but the preflight procedures for the aircraft do not include checking the bus tie open caution lights.