



## Airworthiness Directive

**AD No.:** 2017-0174

**Issued:** 12 September 2017

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 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 (EC) 216/2008, Article 14(4) exemption].

### Design Approval Holder's Name:

AIRBUS HELICOPTERS DEUTSCHLAND GmbH

### Type/Model designation(s):

MBB-BK 117 C-2 helicopters

**Effective Date:** 26 September 2017

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

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2013-0159 dated 22 July 2013.

## ATA 04 – Time Limits / Maintenance Checks – Airworthiness Limitations – Amendment

### Manufacturer(s):

Airbus Helicopters Deutschland GmbH (formerly Eurocopter Deutschland GmbH), Airbus Helicopters Inc. (formerly American Eurocopter LLC)

### Applicability:

MBB-BK 117 C-2 helicopters, all serial numbers (s/n).

### Reason:

The airworthiness limitations for Airbus Helicopters Deutschland (AHD) MBB-BK117 C-2, which are approved by EASA, are currently defined and published in Airbus Helicopters (AH) MBB BK117 C-2 Master Servicing Manual (MSM), Chapter 04, Airworthiness Limitations Section (ALS) document. These instructions have been identified as mandatory for continued airworthiness.

Failure to accomplish these instructions could result in an unsafe condition.

Previously, EASA issued AD 2009-0048 to require accomplishment of the maintenance tasks as described in ALS Revision (Rev.) 09, later superseded by EASA AD 2013-0159, requiring more restrictive life limits as identified in Eurocopter Deutschland (ECD) Alert Service Bulletin (ASB) MBB-BK117 C-2-04A-007. Since that AD was issued, the reduced life limits were published in Temporary Revision (TR) 15a of ECD MBB BK117 C-2 MSM, and eventually included in the MSM.



After that TR was issued, further updates were only included in AHD MBB BK117 C-2 MSM Rev. 017. AHD issued MBB BK117 C-2 MSM Rev. 018, Rev. 019 and Rev. 020, which did not include a revision of Chapter 04.

Following a recent recalculation, new and/or more restrictive life limits have been determined for some components. Consequently, AH issued ASB MBB-BK117 C-2-04A-008, providing instructions to replace the affected parts before exceeding the new life limit. The same life limits will be published with Rev. 021 of AH MBB BK117 C-2 MSM.

For the reason described above, this AD retains the requirements of EASA AD 2013-0159, which is superseded, and requires accomplishment of the actions specified in AH ASB MBB-BK117 C-2-04A-008.

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

Required as indicated, unless accomplished previously:

Note 1: AH MBB BK117 C-2 MSM, Rev. 020 dated 02 May 2017 and ASB MBB-BK117 C-2-04A-008 are collectively identified as “the ALS” in this AD.

- (1) From the effective date of this AD, accomplish the following actions, as specified in the ALS, as applicable depending on helicopter configuration:
  - (1.1) Replace each component before exceeding the applicable life limit, and
  - (1.2) Within the thresholds and intervals (see Note 2 of this AD), accomplish all applicable maintenance tasks.

Note 2: For the purpose of this AD, the thresholds and intervals as defined in the ALS include specific tolerances for certain tasks.

#### **Corrective Action(s):**

- (2) In case of finding discrepancies (as defined in the ALS) during accomplishment of any task as required by paragraph (1) of this AD, within the compliance time specified in the ALS, accomplish the applicable corrective action(s) in accordance with the approved maintenance documentation. If no compliance time is identified in the ALS, accomplish the applicable corrective action(s) before next flight. If a detected discrepancy is not identified in the ALS, before next flight, contact AHD for approved instructions and accomplish those instructions accordingly.

#### **Aircraft Maintenance Programme (AMP) Revision:**

- (3) Within 12 months after the effective date of this AD, revise the approved AMP, on the basis of which the operator or the owner ensures the continuing airworthiness of each operated helicopter, by incorporating the limitations, tasks and associated thresholds and intervals described in the ALS, as applicable depending on helicopter configuration.



**Credit:**

- (4) For an AMP that, on the effective date of this AD, is already updated to incorporate the maintenance tasks and life limitations as specified in AHD MBB BK117 C-2 MSM at Rev. 017, that action ensures (see Note 3 of this AD) the continued accomplishment of those tasks and limitations.

Consequently, for a helicopter to which that AMP applies, it is acceptable to accomplish the new and more restrictive tasks and limitations, as applicable depending on helicopter configuration, as defined in, and within the compliance times (see Note 2 of this AD) as specified in the ALS to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the new and more restrictive tasks and limitations, as applicable to helicopter configuration, as defined in the ALS, into the AMP to comply with paragraph (3) of this AD.

**Recording AD compliance:**

- (5) When the AMP of a helicopter has been revised as required by paragraph (3) or (4) of this AD, as applicable, that action ensures (see Note 3 of this AD) continued accomplishment of the tasks as required by paragraphs (1) and (2) of this AD for that helicopter. Consequently, after revising the AMP, as required by paragraph (3) or (4) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

Note 3: For affected MBB BK117 C-2 helicopters registered in Europe, complying with the approved AMP, as specified in paragraph (3) or (4) of this AD, as applicable, is required by Commission Regulation (EU) [1321/2014](#), Part M.A.301, paragraph 3.

**Ref. Publications:**

AHD MBB BK117 C-2 MSM Rev. 017 dated 07 May 2015, or Rev. 018 dated 21 March 2016, or AH MBB BK117 C-2 MSM Rev. 019 dated 31 October 2016, or Rev. 020 dated 02 May 2017.

AH ASB MBB-BK117 C-2-04A-008 original issue dated 27 April 2017.

The use of later approved revisions of these 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. This AD was posted on 28 July 2017 as PAD 17-100 for consultation until 25 August 2017. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: [ADs@easa.europa.eu](mailto: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, 86609 Donauwörth, Federal Republic of Germany  
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