

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2013-0159</p> <p>Date: 22 July 2013</p> <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>		
<p>Design Approval Holder's Name: EUROCOPTER DEUTSCHLAND GmbH</p>	<p>Type/Model designation(s): MBB-BK 117 C-2 helicopters</p>	
<p>TCDS Number:</p>	<p>EASA.R.010</p>	
<p>Foreign AD:</p>	<p>Not applicable</p>	
<p>Supersedure:</p>	<p>This AD supersedes EASA AD 2009-0048 dated 02 March 2009.</p>	
<p>ATA 04</p>	<p>Time Limits / Maintenance Checks – Airworthiness Limitations – Revision</p>	
<p>Manufacturer(s):</p>	<p>Eurocopter Deutschland GmbH, American Eurocopter LLC</p>	
<p>Applicability:</p>	<p>MBB-BK 117 C-2 helicopters, all serial numbers.</p>	
<p>Reason:</p>	<p>The airworthiness limitations applicable to Time Change Items (TCI) for the Eurocopter MBB-BK 117 C-2 type design are specified in Eurocopter Deutschland (ECD) Master Servicing Manual (MSM) MBB BK117 C-2, Chapter 04 – Airworthiness Limitations Section (ALS). This ALS document is approved by EASA and EASA AD 2009-0048 was issued to require compliance with this ALS document.</p> <p>The life time of certain components/parts has been revised based on recalculations. ECD issued Alert Service Bulletin (ASB) MBB-BK117 C-2-04A-007 introducing new and/or more restrictive airworthiness limitations. These same life limits are expected to be published in ECD MSM MBB BK117 C-2, Revision15a, which has been approved by EASA.</p> <p>Failure to comply with these instructions could result in an unsafe condition.</p> <p>For the reasons described above, this AD retains the requirements of EASA AD 2009-0048, which is superseded, and requires the implementation of the new and/or reduced life limits as specified in ECD ASB MBB-BK117 C-2-04A-007.</p>	
<p>Effective Date:</p>	<p>05 August 2013</p>	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless previously accomplished:</p> <p>Re-statement of EASA AD 2009-0048 requirements:</p> <p>(1) Within 30 days after 16 March 2009 [the effective date of EASA AD 2009-0048], amend the approved aircraft maintenance programme to incorporate the structural, component and miscellaneous airworthiness limitations contained in ECD MSM MBB BK117 C-2 Chapter 04 at Revision 09.</p> <p>(2) Thereafter, within the thresholds and intervals indicated in ECD MSM MBB BK117 C-2 Chapter 04, accomplish the tasks described therein.</p> <p>New requirements of this AD:</p> <p>(3) From the effective date of this AD, replace each component before or upon reaching the applicable life limit, in accordance with the instructions of ECD ASB MBB-BK117 C-2-04A-007.</p> <p>(4) If, during the accomplishment of any task as required by paragraph (2) or (3) of this AD, discrepancies are detected, within the applicable compliance time, as specified in ECD MSM MBB-BK117 C-2, accomplish the applicable corrective actions in accordance with the approved maintenance documentation.</p> <p>If no compliance time is identified in the ECD MSM MBB-BK117 C-2, before next flight, accomplish the applicable corrective actions.</p> <p>If any discrepancy detected during the accomplishment of a task as required by paragraph (2) or (3) of this AD is not identified in the ECD MSM MBB-BK117 C-2, before next flight, contact ECD for approved instructions and accomplish those instructions accordingly.</p> <p>(5) Compliance with the requirements of this AD can be demonstrated by:</p> <p>(5.1) Revising, as follows, the approved Aircraft Maintenance Programme (AMP) on the basis of which the operator or the owner ensures the continuing airworthiness of each operated helicopter:</p> <p>Incorporate all maintenance requirements and associated airworthiness limitations specified in ECD MSM MBB-BK117 C-2, Revision 15a.</p> <p>and</p> <p>(5.2) Complying with the approved AMP described in paragraph (5.1) of this AD.</p>
<p>Ref. Publications:</p>	<p>ECD MSM MBB-BK117 C-2, Revision 15a, EASA approved on 29 May 2013.</p> <p>ECD ASB MBB-BK117 C-2-04A-007, Revision 1, dated 03 May 2013.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<p>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</p> <p>2. This AD was posted on 20 June 2013 as PAD 13-086 for consultation until 18 July 2013. No comments were received during the consultation period.</p> <p>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu.</p> <p>4. For any question concerning the technical content of the requirements in this AD, please contact: Eurocopter Deutschland GmbH, Industriestrasse 4, 86607 Donauwörth, Germany Telephone: + 49 (0)151 1422 8976, Fax: + 49 (0)906 71 4111.</p>