



## Airworthiness Directive

**AD No.:** 2017-0094

**Issued:** 29 May 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:**

**Type/Model designation(s):**

AIRBUS HELICOPTERS DEUTSCHLAND GmbH

MBB-BK117 D-2 helicopters

**Effective Date:** 12 June 2017

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

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 67 – Rotors Flight Control – Trim Actuators – Replacement

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**Manufacturer(s):**

Airbus Helicopters Deutschland GmbH (formerly Eurocopter Deutschland GmbH)

**Applicability:**

MBB-BK 117 D-2 helicopters, all serial numbers (s/n) up to 20126 inclusive, excluding s/n 20109, 20119 and 20124.

**Reason:**

Longitudinal trim actuators Part Number (P/N) 418-00878-001, lateral trim actuators P/N 418-00878-051, and yaw trim actuators P/N 418-00879-001, which are certified for installation on MBB-BK117 C-2 helicopters, were erroneously listed as eligible for installation on MBB-BK117 D-2 helicopters in the applicable Illustrated Part Catalogue (IPC), up to revision 7. Consequently, one or more of these trim actuators could have been installed in service on MBB-BK117 D-2 helicopters, e.g. by means of a modification approved by a DOA, other than Airbus Helicopters (AH) or Airbus Helicopters Deutschland (AHD), referencing the information of the affected IPC.

For MBB-BK117 C-2 helicopters, EASA issued AD 2013-0182 to require a torque check of the attachment screws and repetitive visual inspections of two of these trim actuators, to address a possible unsafe condition that, if not detected and corrected, could lead to reduced control of the helicopter.



The same unsafe condition could exist on MBB-BK117 D-2 helicopters, if equipped with an affected part.

To address this potential unsafe condition, AH issued Alert Service Bulletin (ASB) MBB-BK117 D-2-67A-005, providing instructions to review the maintenance records of the helicopter and, depending on findings, to replace the affected parts with parts approved for installation on MBB-BK117 D-2 helicopters. The IPC has been revised, clarifying the correct trim actuators, eligible for installation on MBB-BK117 D-2 helicopters.

For the reason described above, this AD requires replacement of each affected part with a not affected one.

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

Required as indicated, unless accomplished previously:

Note 1: Longitudinal trim actuators P/N 418-00878-001, lateral trim actuators P/N 418-00878-051, and yaw trim actuators P/N 418-00879-001 are hereafter collectively referred to as “affected actuator” in this AD.

Note 2: For the purpose of this AD, Group 1 helicopters are those that, on the effective date of this AD, have an affected actuator (see Note 1 of this AD) installed. Group 2 helicopters are those that, on the effective date of this AD, do not have any affected actuator installed, which includes those helicopters for which it is determined that no trim actuators have been replaced since the date of manufacture.

#### **Modification:**

- (1) For Group 1 helicopters: Within 400 flight hours, or within 12 months, whichever occurs first after the effective date of this AD, replace each affected actuator with an actuator eligible for installation, in accordance with the instructions of AH ASB MBB-BK117 D-2-67A-005.

#### **Parts Installation:**

- (2) For Group 1 and Group 2 helicopters: From the effective date of this AD, do not install an affected actuator (see Note 1 of this AD) on any helicopter.

#### **Ref. Publications:**

AH ASB MBB-BK117 D-2-67A-005 original issue, dated 03 April 2017.

The use of later approved revisions of this document 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 24 April 2017 as PAD 17-050 for consultation until 22 May 2017. No comments were received during the consultation period.



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. 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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